

The Minnesota MG Group Gazette

The Official Monthly Newsletter of the Minnesota MG Group

May 1993

1993 MMGG SPRING TOUR AND PICNIC

**SATURDAY MAY 22
10:30 AM**

**MEET AT BAKERS SQUARE
ON SO. ROBERT ST. ONE MILE
NORTH OF THE 494 & 110
INTERCHANGE**

Let's round 'em up and move 'em out! Time to saddle up old paint, new paint, old rusty or whatever and go for a drive! Not since the Fall Color Tour has there been a herd of MG's gathered together and on the move in Minnesota. Yep, it's quite a sight to see and hear, freshly waxed paint, wire wheels just a spinnin' and all those MG'ers making those really cool sports car noises. (The cars make some noise too!) So if you think the sight of a whole bunch of MG's winding through the country side sounds like a great way to spend a Saturday, come on and join us. The tour will take us from West St. Paul down Highway 3 to Northfield where we'll take a little detour through St. Olaf College. Then we'll work our way back North and end up at Farguhar Hills Park on Pilot Knob Road in Apple valley for a potluck style picnic.

The drive will cover about 70 miles. We will be departing the Bakers Square parking lot promptly at 11:00 AM, so don't be late! If you like, you can come early and have breakfast in the restaurant (French Silk Pie - Breakfast of Champions).

Please bring a dish to pass or a bag of potato chips or something else to share. The MMGG will provide brats, hot dogs, and pop.

Please R.S.V.P. Sue Sood at (612) 891-5065 so we have an idea how much food we'll need to buy and so she can coordinate the potluck items.

(BEST OF ALL, IT'S FREE!)



**1993 MINNESOTA MG GROUP
DIRECTORY**

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 Treas. Al & Sharon Kelsey 891-3452
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**MEMBER APPLICATION
& RENEWAL**

Membership dues are \$20 per mem-
ber/family per year. Includes 1 year
subscription to the MMGG Gazette.

Send \$20 check payable to:
Alan Kelsey - MMGG
 15942 Harmony Way Court
 Apple Valley, MN 55124
 (612) 891-3452

*Unless otherwise noted, opinions
expressed in the MMGG Gazette are
those of the authors and do not reflect
official policies or opinions of the
Minnesota MG Group.*



Rolls Royce never admits
their cars break down, they
"fail to proceed".

MINNESOTA MG GROUP 1993 MEMBER APPLICATION / RENEWAL

NAME		SPOUSE	
HOME PHONE		WORK PHONE	
ADDRESS			
CITY		STATE	ZIP

ANNUAL MEMBERSHIP IS JUST \$20.00

CAR 1	YEAR	COLOR
CAR 2	YEAR	COLOR
CAR 3	YEAR	COLOR

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Minnesota MG Group

Alan Kelsey
 15942 Harmony Way Court
 Apple Valley MN 55124

MG Marketplace

*Ads are free to members of the MMGG and
will run in three newsletters. To place an
ad, please call mail or fax the editor. Non-
member ad rate is \$5 for three months. All
phone numbers are 612 unless otherwise
noted.*

For Sale - Hardtop. Fits 62-80 MGB.
Fiberglass reinforced plastic. Quick in-
stallation. \$300. Al or Sharon Kelsey 891-
3452.(mjm)

Wanted - Wire wheel set up for Midget.
+5- good wheels, front hubs, rear axles,
knock-offs, etc. Jim Anderson (507)234-
6691.(mjj)

For Sale - 71 MGB parts car, complete
but rusty. \$300 OBO. John Wold 924, 5th
Ave. So. Stillwater, 55082 439-6714(mj)

For Sale - Liquidating Sprite SCCA High-
Production parts and misc. Sprite parts.
New and used 948 cc engine parts. New
slick and rains tires. Ribcase transmission
and parts. Misc. wheels, radiators, suspen-
sion components, some body and glass
parts also. John 476-6005 or Phil Schaefer
at 866-8843.

For Sale - Misc. parts for sale from a 72
MGB-GT. Chrome air file covers, ash
tray, back seat, chrome trim, pedal assys, 2
doors w/glass & hdwe., em. br. lvr., tinted
w/s, misc. int. panels, 2 leaf springs, comp.
rear axle, steering col. and much more.
Please call Ken Roy (H)770-2757 (W)733-
4024 (mj)

Wanted - Any information on MGC-GT's.
Literature, photos, articles, manuals, etc. I
just bought one and I don't know anything
about 'em, other than it's the fastest MG
I've ever driven! Hey Doug, got any books
I can borrow? Dave Stovall 894-4203.(mjj)

For Sale: 1974 Midget. Partially restored.
Seats rebuilt in fabric. New carpet in box.
New rockers & door sills. Extra set of
doors. New windows in top. New engine &
trans. Lots of parts. Some work needed on
body. Windshield off/cracked. \$1000
minimum. John Madson 432-9012 (mjj)

Wanted - YOUR stories, photo-
graphs, comments, complaints,
praise, opinions, assessments, views,
and articles for the Gazette submit
to the editor today!

**New Shop
In Town**

"MOTORING GOODIES"

is opening up a shop in Bob
Figenskau's garage. He is plan-
ning to undertake preparation
or restoration work on classic
motor cars, specializing in MG's.
He will also be dealing in auto-
mobile and petroleum memora-
bilia - buying - selling and trad-
ing.

Bob has been on the sports car
scene for many years and is well
known for his award winning
MG's. If you are looking for a
good value, and want an award
winning vehicle restored for
concours, or your classic pre-
pared YOUR way, get in touch
with Bob at Motoring Goodies,
4551 Tonkawood Road in Minne-
tonka or call 612-935-7909. He
will work at his place or yours.

Cabin Fever Answers

From last month
Now you can see how well you thought you knew the "English" language.

- Bobby - Policeman
- Dynamo - generator
- Joint Washer - gasket
- Loo - toilet
- Trafficator - directional light on the dash
- Spigot Bearing - pilot bearing
- Earth - ground
- Wing - fender
- Fraze - burr from cutting or drilling
- Banger - sausage

And for the bonus question, what's the meaning of "Shouting for Huey"? Throwing up.

MMGG Word Scramble

S H I D L A Y E S L E K
M A T H S I T I R B P A
B G M I M W N Q R U L R
N C M I I Z T O O B G N
E A G N N U L R I Z M O
S R G Z N N G O L A T P
M I D G E T E W S F G P
G L L A V O T S S J B T
A E K S W E A T O N G E
C G M E U O R A M T M G
O C J K P K C N U F A I
T R A C L L O F M C Q D

- Kelsey Moss Funck
- Wing MGA MGB
- Group Minnesota Marque
- Karnopp Eaton Stovall
- MMGG MCG Midget
- Boot British MGBGT
- Oil Car Shidla



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Around The Bend

Some up-coming events from various car clubs.

All MMGG hosted events are printed in bold type. Please call the host as scheduling conflicts do occur.

May 8 Spring Triumph Rally. Time-speed-distance and gimmick rally, as part of the Great Historic Rallye Championship. Call Tom Nicoud at 454-3035.MTR

May 9 Mother's Day Autocross hosted by Corvettes of Minnesota. Registration from 8 to 10 am, timed runs begin at 11:30 am at the Dakota County Technical Vocational Institute, Co. Rd. 42, Rosemount. Call Juan Nazario at 729-3792 for info.CM

May 22: All British Car Tour and Family Day at the Minnesota Zoo. Meet at the Sears lower West parking lot at the Eden Prairie Shopping Center at 9:30 am. The Tour will leave for the zoo at

10:00 am sharp. There will be reserved parking space at the Puma Picnic area for all participants arriving from 10:30 on. Discount zoo entry tickets will be available through the Minnesota Jaguar Club. See Gene Berghoff or Steve Pawlcyn at the picnic grounds. Come Rain or shine! Questions, call Gene @ 550-3746 or 937-9621 or Steve @ 540-3852. \$6

Adults, \$2.50 Kids, \$4 Seniors. PRIZES and GAMES.MJR

June 5 The Jaguar Club of Minnesota presents its third annual SWAP MEET. It is an open invitation for all British Car Clubs. Austin Healy • Jaguar • Lotus • Morgan • MG • Triumph • RR/ Bentley • Aston Martin, etc. At G.T. Cars 9250 Bryant Ave. So. Bloomington, Minnesota. Stalls for parts tables - \$5.00

Combine your parts with some friends and buy a stall. Bring your own table. Stall for 12 cars for space in a car corral, first

come first served -\$5.00 per car. 1 car limit per person. Refreshments available - proceeds to Methodist Hospital. Questions, Call John Natole @ 884-3101 or Ralph Devschle @ 938-8657.

June 19th: Kevin & Carol Mahoney Host June Drive & Dinner. We will leave at 10:00AM from the PDQ store parking lot on the South side of Hwy. 494/US Hwy. 52/Robert St./ Interchange (Exit 67). From 494 East or West, take exit 67 which is marked 52, Robert Street. We Will take Minnesota 3 to Northfield, then County roads to Faribault (all paved roads). We will end up around noon - 12:30 at the Mahoney's home at 510 S.W. 4th. Ave, Faribault. Hamburgers, hot dogs, and soft drinks will be provided. Please bring a side dish. Please call Carol or Kevin @ (507) 334-3905 and let them know you'll be coming, and what side dish you'll bring. An RSVP would be polite, but if you can come at the last minute and haven't called, please come anyway. Maps and a quiz will be distributed at the starting point.

June 23-27: "Meet Me In St. Louie" 2nd Annual Convention of the North American MGB Register. Five days of MG fun in St. Louis, Missouri. Car Shows, Tours, Tech Sessions, Vendors, Spares, Gimmick Rally, Bar-B-Que, Contests, Prizes, Banquet, Regalia and more. Meet the originator of the MGB V-8, Ken Costello and see the Costello MGB V-8! Call the MG Club of St. Louis for more info (314) 434-0100.

Duct tape is like the Force. It has a dark side and a light side, and it holds the universe together.

REGALIA

We are pleased to announce that very soon, the Minnesota MG Group will have a new source for **Quality** custom embroidered MMGG regalia.

When final preparations are completed, the club will have a new company, "Initially Yours Monogramming" make up a few samples for you to check out at our next event.

The owner of IYM is Tom Tengerdy, I met him and his lovely wife, who are members of the Triumph Club, at the Triumph Inter-Marque Dinner.

The real advantage of going with IYM, is the MMGG doesn't have to buy any stock items. You, the members order what you want on an individual basis. That saves both the club and you big dollars. If you saw our budget figures in the last few newsletters you can see how much the club has spent "up front" for regalia.

Here are a few of the items IYM has to offer: Sweatshirts, T-Shirts, Polo Shirts, Rugby Shirts, Baseball hats, golf visors, snap brim driving hats, lightweight and heavyweight jackets, fanny packs, 12x16" nylon portfolios, briefcase soft brief cases.

But best of all, you'll be able to bring anything made of textiles into IYM and they will add the MMGG logo for only \$9.50!

Items such as car covers, seat covers, old jean jackets, leather jackets, dress shirts, back packs, etc. They can also add names, car model names, license plate numbers, messages, anything you want.

You will be notified promptly when "Initially Yours Monogramming" is the official regalia supplier for the Minnesota MG Group.

Dave Stovall

MMGG Grille Badges - Let others know you belong to the **BEST** car club around. Badges may be purchased at club events for \$9, or by mail from Roger Karnopp for \$11. Send check to Roger at 1295 Deerwood Dr., Eagan, MN 55122

Club Logo Patches - Embroidered patches with the MMGG Logo. Contact Color Weave, 8020 University Ave., Fridley, MN 784-0708.

Shirts, Caps, Cups & Coasters - Golf Shirts in a choice of red, white or blue are \$13. Blue baseball style caps are \$6. Both have embroidered MMGG logo. Coffee cups with the MMGG logo are \$5. Coasters with logo are \$2.50. All are available at club events. Help support your club by purchasing official MMGG regalia at our next event.

University Motors Summer Party Update

Over a dozen cars will be headed for Grand Rapids Michigan on August 15th. for the University Motors Annual Summer Party.

We will be traveling at a leisurely pace from Minnesota to Appleton WI, the first day, the next day a cruise through Door County to Escanaba MI. The next day from Escanaba to Grand Rapids. That will give us a couple of free days in Grand Rapids before the Summer Party kicks off.

We will also have a support vehicle with us for spares, tools, cleaning supplies, luggage and in case any navigator's and drivers don't care to spend that much time together.

If you're interested in coming with us please give Al or Sharon Kelsey a call at 891-0291 for more information.

Hope to see you with us!

The MGB Story Video

Moss Motors is pleased to announce a new addition to their video series, The MGB Story, presented by Heritage Motoring Films.

This MGB video takes an in-depth look at the mysteries and motivations behind England's most successful sports car. The story of the MGB is followed from its inception, to the closing of the Abingdon works by those involved, the likes of, John Thornley, Don Hayter (the designer of the MGB and Stuart Turner, the competitions manager at Abingdon; all of whom speak freely about their experiences at this famous factory.

The story is told using a massive compilation of archive photographs, film footage and even a first look at footage of the new MG RV8 in production. Take a look at production line photography of everything from TC's to the MGB body shells!

Hear a candid interview with the managing director of British Motor Heritage, David Bishop, the genius behind the MGB, Sprite/Midget, and the TR6 body shells. This is one video you don't want to miss.

If you wish to place an order or need more information on this item, or any other product, please contact any one of Moss' qualified sales associates toll free at (800) 235-6954.

The MGB Story, VHS Video, Moss #211-060 \$39.95

**You don't truly
learn to swear
until you begin
to drive.**

An Invitation to Join...

The NORTH AMERICAN MGB REGISTER was formed in late 1990 as a result of a strong demand for a non-profit, democratic organization which would be run BY MG enthusiasts, FOR MG enthusiasts, wherein:

Each and every member would have a vote on policy.

The officers would be elected by the membership and would offer themselves for re-election at the Annual General Meeting.

The finances of the MGB REGISTER would be dedicated to maintaining and expanding interest in Britain's most popular sports car...The MGB.

The MGB REGISTER membership would be open to all, with no restrictions, and where the ownership of a MGB is not a condition of membership.

ACTIVITY, ENTHUSIASM, and DEDICATION are cherished.

At the foundation meeting, attended by enthusiasts from three continents, it was agreed that the MG MIDGETs and the MG 1100/1300s would be welcomed into the MGB REGISTER and would be actively supported by the their own sub-registers.

The North American MGB Register also sought and gained the approval and support of the parent MG Car Club in England; the original and oldest of all MG Clubs. Consequently the North American MGB Register is the only MGB organization in the United States, Mexico, and Canada officially sanctioned by the MG Car Club. The North American MGB Register is also proud and privileged to count among their honorary members, MR. DON HAYTER, who styled the MGB while he was Chief Engineer at the MG factory in Abingdon.

Our Chairman, JOHN H. TWIST, is renowned throughout the world for his life long dedication to the MG marque. Our Secretary, JEROME ROSENBERGER, has years of "hands-on" MGB experience, and has started several local MG clubs.

Our Treasurer, Mr. ROCK YARRINGTON, doubles as Vice-President of Finance for a multi-national corporation.

Our Registrars record all available details of members cars, including vehicle numbers, commission, engine and body numbers, types, colors, personal histories, and more - the Registrars are:

MGB - Caroline S. Robinson
MIDGET - Bruce Wyckof
MG 11/1300 - Thomas Gaylord

MGB V8 - Kurt Downing

MGB LE -

MGB/GT Specials - Gregg Purvis

GB 1974 1/2 - Steve Harding

So what do you get for your membership?

The "MGB Driver", a bi-monthly handy size 66 page magazine, packed with MGB REGISTER news, topics, technical hints and tips, photos and articles on the history and development of our beloved MGs, members' letters, "Where to B...", a calendar of coming events, for sale and wanted ads, and much more. All edited by one of the most committed MG enthusiasts in the world.

Many of the advertisers and participating organizations offer discounts to MGB Register members through the MGB Driver or through the membership packet.

MGB Register members receive unrivaled technical advice from MG experts such as BOB MASON, BOB DANIELS, JOHN TWIST, GLEN TOWERY, and others. Have a problem? Call for immediate assistance or write and have the answer appear in the pages of the MGB Driver which might assist other MGB owners.

The MGB Register offers Local, regional, and National meets where you can join and socialize with like minded MG enthusiasts. The MGB Register is geographically divided into ten regions (six USA, Three Canada, one Mexico) each with it's own coordinator. There are over currently 32 locally affiliated chapters in many metropolitan areas. We invite you to "B-long" and "B-ther" at these "B-Ins"!

Each member receives a unique MGB Register blue and gold dash plaque inscribed with your personal membership number which you can affix to your MGB. In addition, you receive a colorful MGB Register windscreen decal.

The MGB Register offers a superb range of high quality regalia and apparel including caps, T-shirts, golf shirts, jerseys, etc. each bearing the colorful MGB Register logo. The MGB Register also offers a range of other products such as lapel pins, MG models, etc. details of which are contained in MGB Driver magazine.

MGB Register members are able to receive special discounts on MG Literature through the "BritBook" service and reduced subscription rates to "MG Magazine" ...a high quality color publication appearing six times per

year.

The MGB Register offers insurance coverage to its affiliated chapters and their events.

The MGB Register operates an Electronic Billboard service through "Prodigy" system and you can network with other members to exchange news, views and information. Call us on Prodigy - SHSV66. There are also regular billboard updates in the MGB Driver.

The MGB Register operates a "Used Parts Exchange Scheme", wherein members can turn their unwanted parts into cash, swap parts with other members or find that elusive part they have been seeking.

Our Coordinators and Advisors represent many clubs and geographical areas:

PUBLICITY KEN SMITH GOLETA, CA
ELECTRONIC BILLBOARD
DAN ZEBARAH LINCOLN PARK, IL
USED PARTS EXCHANGE
GEORGE SULLIVAN GRAND
RAPIDS, MI
REGALIAEDNA CARROLL AKIN, IL
ADVERTISINGBARBY HILL-SMITH
GOLETA, CA
TECHNICAL ADVISORS
BOB MASON FAIRHOPE, AL
BOB DANIELS SCHENECTADY, NY
GLEN TOWERY DOVER, DE
CONCOURS COORDINATOR
DENNIS TROWBRIDGE
LOCKPORT, IL
RECRUITMENT COORDINATOR
ROBIN WEATHERALL
ST. LOUIS, MO

We urge you to "B-come" a part of this exciting, growing, and vibrant International club. Help us to form more local clubs -help us spread the thrill of MGB ownership and the fellowship of club activity. Plan to "Meet us in St. Louie" at our International Convention - "MG 93 in St. Louis, MO in June 1993!

WHAT THE MGB REGISTER OFFERS YOU CANNOT IGNORE! "B" REAL!

For further details call toll free 1-800-NAMGBR-1.

Affiliated Chapters of the North American MGB Register, as of October 1992.

A LA B A M A
South Alabama British Car Club
ARIZONA
Arizona MG Club
BRITISH COLUMBIA
'Canadian Classic MG Club

cont. next page

Minnesota MG Group May 1993

CALIFORNIA
 Sacramento Valley MG Car Club
 Southern California MG Club
 CONNECTICUT
 Connecticut MG Club
 FLORIDA
 MG Car Club, Miami Centre
 GEORGIA
 Peachtree MG Registry
 ILLINOIS
 Chicagoland MGB CLUB
 Prairie Octagon MG Club
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 North Carolina MG Car Club
 NEW JERSEY
 MG Car Club Central Jersey

BMC of South Jersey

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Reno MG Club

NEW YORK

Buffalo Octagon Association

OHIO

Emerald Necklace MG Register

ONTARIO

MG Car Club of Toronto

PENNSYLVANIA

Philadelphia MG Club

Greater Pittsburgh MG Car Club

Lancaster County MG Club

SOUTH CAROLINA

Southeastern British Car Club

TEXAS

North Texas MGB Club

VIRGINIA

MG Car Club, Wash. DC Centre

WASHINGTON

MG Car Club, Northwest Centre

WEST VIRGINIA

Brits & Grits Motor Club

**Dennys
 Discourse**

Denny Meyer

As we are subjected to various environmental claims, one wonders at the objectivity of those most radical in their statements and also the politicians that are in

control. As car enthusiasts, we have concerns about the choices that cars of the future will offer us, as well as restrictions that may be put on the use of the cars we currently own and value.

In Car and Driver magazine, Patrick Bedard comments about doing car testing in 1972 at the Ontario Motor Speedway in California. He relates the burning sensation in his eyes on certain days and as the day wore on, the chest pains he experienced while breathing. He now attributes these problems to the ozone pollution at the track. The impression from our Vice-President, Al Gore and some other environmentalists would give the impression that little has been accomplished. Bedard comments on the ozone monitoring in IA which started in 1955, when the worst hour was .68 parts per million (PPM). The next 5 years showed .47, .53, .61, .61, and .41 PPM. In the last 6 years the figures were .22, .22, .21, .25, .32, and .32, which, although higher than the .12 federal standard, shows definite improvement since monitoring started.

I own three cars that are new enough to require running through our local testing annually. For Carbon Dioxide where the standards call for a minimum of 4%, my '76 Corvette had 11.6%, my '80 Chrysler with a slant six engine had 8.3%, and my 4 cylinder BMW 318i had 15.5%. The other two things tested for have an allowable maximum to pass which varies for the year of car tested.

For the '76 Vette, the Carbon Monoxide allowed was 6% and my car recorded 0.00%, for the '80 Chrysler, allowance was 2.5% and mine showed 0.00%, and allowed for the BMW was 1.2% and my Bimmer tested at 0.08%, so of my three cars, it was the only one to show any CO in the test. For Hydrocarbons, the '76 was allowed 600ppm, and my Vette read 8 ppm, for the '80 Chrysler the allowance was 220 ppm, and mine tested at 2 ppm, and for the '91 BMW, the allowance was 220 ppm and mine tested out at 10 ppm. Since these tests were at

idle, it doesn't mean that my BMW which uses less fuel, pollutes more than my other two cars when driven at speed, even though it was the worst in the tests.

Last year I was at an event when one of our Minnesota Packard Club members had his car tested at a tune up shop. After warming up, a 1950 Packard, dropped slightly below the HC allowance of 600 ppm for a 1976 car to pass the test. So his well tuned 1950 L-Head straight 8 would probably have been able to pass the test for a 1976 automobile in Minnesota.

For those of us with older collector cars, we should maintain them so they don't become obvious polluters from heavy oil burning and be ready to inform people that a few, older, well maintained cars, when driven a limited number of miles, are not significant in the overall picture.

The following will be the first in a series of articles about the various marques in our club, from the M.G. Buyers Guide by Richard Knutson

MGA

For those interested in joining the car hobby relatively inexpensively, the MGA offers good value for the money. With over 100,000 units built between 1955 and 1962, of which over 80,000 were originally exported to the United States, they are readily available in a wide range of condition and price. Parts are reasonably easy to obtain from several specialists and even a few still from the manufacturer (MGB commonality). The MGA shows excellent performance and handling, reasonable comfort and good potential for value appreciation.

Vividly exemplifying the maxim that "racing improves the breed," development of what ultimately became the MGA had its origin in the 24 hours of Le Mans. A factory-built aerodynamic racer provided inspiration for the MGA.

It was determined that the engine to be used in the car would be the BMC B-Series

engine, thus being one of the first efforts at component rationalization across the BMC product lines. However, to optimize performance at the top end, several changes were necessary in the B-series cylinder head. These included larger valves and more "meat" around the valves. Larger carburetors and a new camshaft were also used. The B-Series engine cylinder head was designed with a heart-shaped combustion chamber (the point being between the valves). This design, unchanged in the MGA version, combined with the higher compression ratio, causes the car's tendency toward "running on."

The MGA was built in two body styles throughout most of the production run. For the first sixteen months of production, only the two-seat roadster with

MGB DRIVER

Acknowledged as the leading source of information for all MGB and Midget owners, *MGB DRIVER*, a 60 page bi-monthly publication, comes packed with technical and historical information about your car. Subscriptions are \$25 per year. For a sample copy, send \$4 to P.O. Box MGB, Akin, IL 62805, or call 1-800-NAMGBR-1.

MMGG BUDGET

Year To Date

1/1/93 through 3/31/93

Category	Desc.	Actual	Budget	Diff.
INCOME				
Ceramic Income		176.60	0.00	176.60
Full Memberships		820.00	900.00	-80.00
Newsletter Ads		0.00	50.00	-50.00
Shirts		15.00	0.00	15.00
Total Income		1,011.60	950.00	61.60
EXPENSES				
Ad Expense		0.00	0.00	0.00
Bank Service Charge		13.89	12.00	1.89
Ceramic Costs		122.60	0.00	122.60
Christmas Party		114.65	80.00	34.65
Club Entertainment		0.00	0.00	0.00
Club Improvements		0.00	0.00	0.00
Food at Meetings		0.00	0.00	0.00
Postage		44.37	104.00	-59.63
Printing Expenses		55.63	224.00	-168.37
Total Expenses		351.14	420.00	-68.86
Total Income/Expense		660.46	530.00	130.46

it offers only minimal luggage space. The area behind the tilting seat-backs is, in the roadster, almost entirely occupied by the folded top structure and side curtain storage. The similar area in the coupe is more useful.

The chassis of the MGA is a very strong boxed steel design and can take much abuse. Corrosion may occur but it is normally not a major problem, except in cars from northern climates where extensive deterioration may exist under the cockpit area.

During production of the MGA, a rather extensive list of factory options was available. Whether these add very much

side curtains and folding top was available. From late in 1956 through the remainder of production a very pretty two-seat coupe was available. This had wind-up windows, locking doors and other interior trim refinements. A total production breakdown between roadsters and coupes is not available but it is generally agreed that far fewer coupes were built, perhaps ten to fifteen percent of the total.

As with earlier series of M.G. models the MGA has a separate body and it can be removed from the chassis. The body proper and fenders are steel pressings while the doors, hood and trunk lids are skinned in aluminum alloy. Wood floorboards were still used in the MGA—old habits die hard! Exterior door handles are found only on the coupe.

The interior of the MGA is trimmed in a combination of leather and leatherette with wool carpets over jute padding. The seat cushion top and sides are leather, as is the seatback facing and edges. The rail at the top of the door and the two curved pieces aft of the door on the roadster are also trimmed in leather. The remainder of the interior trim is a matching or contrasting leatherette, commonly known as Vy-nide. The coupe headliner is also of a similar type of material called Lionide.

The MGA was the first production M.G. sports car to incorporate a trunk in the design. Rather small in size and containing all, or the great portion, of the spare tire (depending on the model) and the tool kit,

to the value of the car is doubtful but they should be a consideration. Not all were available on all cars—literature exists showing applicability. Some of these options were: forty-eight spoke wire wheels, various rear axle ratios, close ratio gearbox, adjustable steering column, luggage carrier, heater/defroster, tonneau cover, twin horns, radio(s), fiberglass hardtop with deluxe sliding wind screens, competition seats and front anti-sway bar.

The MGA engine block incorporated the appropriate series identification (1500, 1600, 1622) cast into the lower left-hand side. The engine number was stamped into an aluminum tag, now often missing or deteriorated, attached to the upper right-hand side of the block. The chassis number was lightly stamped into the top surface of the middle chassis cross-member, midway between the right side rail and the gearbox mount. This cross-member is subject to considerable surface corrosion resulting from a damp carpet and pad, and often the chassis number is difficult or impossible to find. The fire wall data plate was stamped with the vehicle number (incorporating the chassis number) and the engine number (earlier models only).

MGA 1500

The MGA 1500 is the most common of the four basic types of MGA. Production of the roadster began in August 1955 and ended in May 1959. Actually the first MGA production chassis (number 10101, utilizing the next sequential number after the last TF-1500 was laid down on May 16, 1955. However, troubles in body production by the sub-contractor resulted in a delay in final assembly. Coupe production started very late in 1956 at chassis number 20671 and continued until May 1959. Total production of both the 1500 series coupes and roadsters totaled 58,750 units.

Chassis numbers of the MGA 1500 ranged from 10,101 to 68,850. The then standard BMC vehicle identification system incorporated prefix letters and numbers to the basic chassis number, providing information on body type, paint color and type, destination of car and so on. Details of this system (and the engine number coding) can be found in the MGA factory workshop manual or other publications and should be used to verify the correctness of the vehicle and its components. Engine numbers for the MGA 1500 were in the series 15GB and 15GD (from chassis number 61504 on).

Until 1957, the roadster top had only a single back window. Thereafter, a three "light" rear window was used, improving rear quarter visibility considerably. Tail-lights on the 1500 incorporated parking and brake/turn signal lamps in a single lens. Side curtains on the roadster had a hinged lower flap to permit entry to a buttoned-up car in the absence of exterior door handles. The trunk lid was opened from inside the car—no lock or exterior handle was provided. Thus, there was no lockable space on the roadster.

MGA 1600 and 1600 DeLuxe

The MGA 1600 and its extremely rare variant, the 1600 DeLuxe, were built in both roadster and coupe versions between May 1959 and April 1961. Total production of 1600 roadsters and coupes was 31,501 units. The 1600 DeLuxe commenced production in June 1960. Available records indicate that eighty-two 1600 DeLuxes were built, twelve as coupes and seventy as roadsters.

Chassis numbers of the MGA 1600 commenced with number 68851 and ended with 100351. Another new vehicle identification system was imposed on M.G. by BMC concurrent with the 1600. Again, reference to the workshop manual will assist a prospective buyer in precise identification. Engine numbers for the MGA 1600 were in the 16GA series.

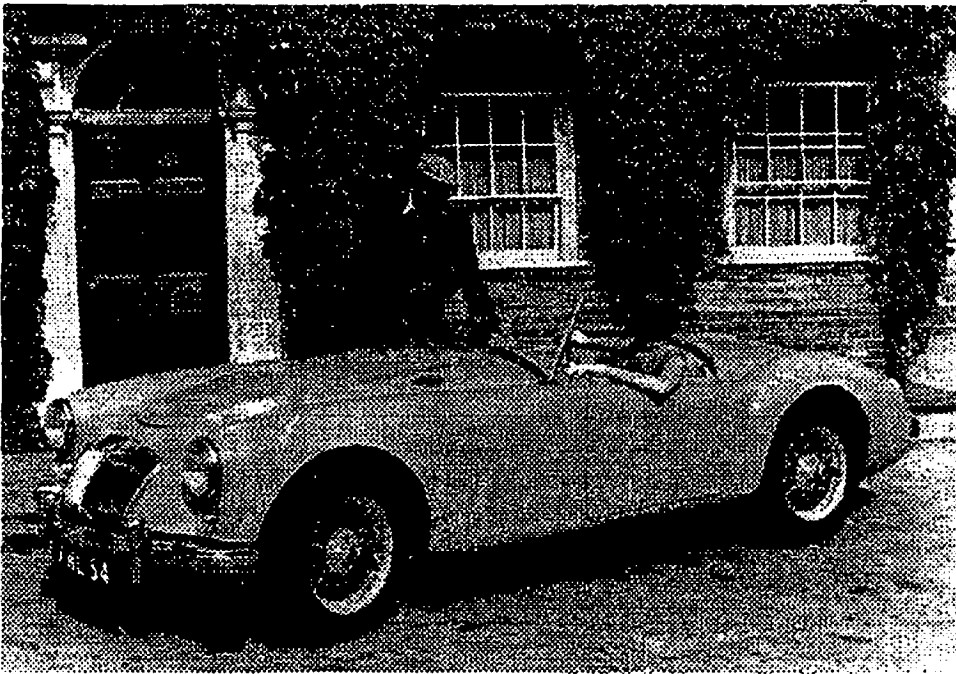
The 1600 offered a significant improvement in performance. With increases of ten percent in bhp and seventeen percent in torque, engine flexibility was noticeably improved. This engine found so much favor that a number of 1500 models have had 1600 engines retrofitted by owners. Disc brakes were fitted at the front of the 1600, thus more than compensating for the increased engine performance.

The front fender lamp was redesigned on the 1600 to provide an amber upper portion (turn signal) and a clear lower portion (parking lamp). Likewise, the rear fender lamps were reworked, resulting in a separate turn signal lamp above the previously used tail/brake/turn signal lamp. These changes were mandated by US lighting regulations. To further differentiate the 1600 from the previous model, 1600 ID badges were placed on the trunk lids and behind the engine cowl vents.

**When working on your car -
don't rush - be comfortable -
take a break when you
should - read the manual
and most important...
HAVE FUN**

cont. next page

Minnesota MG Group May 1993



Side screens fitted to the roadster model were a much improved design in this series. The hinged flap was discarded and sliding plexiglas windows provided for entry and ventilation.

The interior of the 1600 coupe behind the seats was redesigned. The spare tire was moved entirely into the trunk. The parcel shelf was cut back to virtually nothing. The result was a rather large usable space behind the seats, suitable for a small child, large dog or three upright sacks of groceries.

The most intriguing version of the 1600 was the DeLuxe. The factory called this the four-wheel disc brake option. In truth, when production of the Twin Cam ended on June 14, 1960, approximately 400 Twin Cam chassis still remained. These were complete with the Dunlop four-wheel disc brakes, centerlock disc wheels and relocated/redesigned clutch and brake pedals and separate master cylinders. Some of these chassis were equipped with 1600 engines, gearboxes and trim and sold concurrently with the "normal" 1600 model. The "option" cost was slightly under \$500.

Identification of these rare cars is readily possible by the wheels and brakes. Differentiation from a true Twin Cam in which an owner replaced the original engine with a push rod one can be made by reference to the data plate. DeLuxe chassis numbers are listed in the 1600 (or 1600 Mark II) sequence. In addition the DeLuxe lacks the oil sump access holes in the front cross-member and access panels in the inner fenders that are found on most true Twin Cams. MGA 1600 Mark II and 1600 Mark II DeLuxe

Production of this last model of the MGA series commenced in April 1961 and ceased in June 1962 with a final production figure of 101,081 for all models. Total production of the 1600 Mark II, again in both roadster and coupe versions, was

8,719 units. As with the 1600, a variant, the 1600 Mark II DeLuxe, was produced to use up the last of the excess Twin Cam chassis. Records indicate that 313 were built using the 1622 cc engine, of which twenty-three were coupes and 290 were roadsters. It is interesting to note that almost half of these DeLuxe versions were built in April/May of 1962—cleaning house, so to speak, for the end of MGA production.

The 100,000th MGA was a 1600 Mark II, completed on May 16, 1962. This was a left-hand-drive export roadster painted gold with gold-painted wire wheels and a special "100,000" badge attached below the normal 1600 Mark II badges.

Chassis numbers of the 1600 Mark II ranged from 100352 to 109070. Engine numbers were in the 16GC series.

The 1600 Mark II utilized an entirely different engine block than previous series. This block was used in other BMC products concurrently. Externally the only obvious difference is the "1622" cast in the block. The engine again provided a significant improvement over the previous power plant, offering a thirteen percent increase in bhp and twelve percent in torque. However, the increase in displacement was only 34 cc.

Various body detail changes visually differentiate the 1600 Mark II from earlier models. The most striking was the front grille assembly in which the vertical bars were recessed at the bottom resulting in a more vertical appearance. Lighting regulations dictated a new taillight cluster, borrowed from the Mini. In this design, the lamps were arranged in a horizontal lens, mounted on a casting below the outboard corners of the trunk lid rather than on the fenders as previously. As had been done on 1500 and 1600 coupes and all Twin Cams, the roadster fascia panel and scuttle were covered in fabric of the same type used in the rest of the interior with a chrome trim

strip at the lower edge. ID badges identifying the car as a 1600 Mark II were placed in the usual places on the body.

As with the 1600 DeLuxe, the 1600 Mark II DeLuxe was an unusual version of the standard car. Using the remainder of the extra Twin Cam chassis offered a most desirable factory "option" for the aspiring club racing enthusiast. With the more powerful 1622 cc engine, the Mark II DeLuxe may be considered the ultimate MGA. The information provided earlier in the 1600 DeLuxe section applies to the Mark II DeLuxe equally, except for the engine, of course.

MGA Twin Cam

By usual standards the Twin Cam MGA was not a resounding commercial success for Abingdon. With total production of only 2,111 units (roadster and coupe) in the period September 1958 to June 1960, it did little to bolster the financial fortunes of BMC.

Chassis numbers of the MGA Twin Cam commenced with number 501 and ended with 2611. Prefix letters/numbers followed the 1956 MGA 1500 system and were in the form YD (roadster) or YM (coupe) plus 1,2,3 or 5. Engine numbers for the Twin Cam were in the 16GB series.

The basic chassis used in the Twin Cam was the same as used in other MGA's. Minor changes were incorporated to allow for the bulkier engine and to strengthen the chassis for the higher performance expected. The steering rack was moved forward slightly as was the radiator, spring rates were increased somewhat, sturdier ax shafts and U-joints were used and roller bearings were fitted to the front hubs. Aside from the engine, the major chassis change was that Dunlop disc brakes were fitted all around and Dunlop center-lock disc wheels were employed. The major drawback to the system was marginal hand brake performance. Separate brake and clutch master cylinders were used, necessitating a redesigned pedal assembly.

The big change in the Twin-Cam was the double overhead cam engine. Anyone seriously contemplating the acquisition of a Twin Cam would be well advised to become very familiar with additional material available on the engine (factory workshop manual, for example).

Though based on the BMC B-series engine, the block and lower end were unique to the Twin Cam. Connecting rods and crankshaft were strengthened, the flywheel was lightened and a large-capacity aluminum oil sump was employed. It is on the upper part that the most notable changes occurred. The cross-flow aluminum alloy head with duplex chain driven twin overhead camshafts dwarfed the standard push rod head and necessitated major relocation of components on the engine. The twin carburetors were moved to the right-hand side and an extractor exhaust system and the distributor were located on the left hand side. An auxiliary radiator header tank was installed above the exhaust system to provide positive cooling to the head.

BRITISH



CAR & CYCLE KANSAS CITY

The 12th Annual Kansas City All British Car & Cycle Meet will be Labor Day weekend, Sept. 4-5, 1993. The location will again be the beautiful Airport Marriott, Kansas City, MO on a grassy area adjacent to the lake. Rally, autocross, banquet and judging are planned. Write Beth Lunney, PO Box 7790, Overland Park, KS 66207-0790 or call Ken Larimore, at (913) +41-0958.

Starter, generator and oil filter remained in their former positions.

The result of all this was an engine compartment almost completely filled with engine and components. Routine servicing became difficult due to inaccessibility. Shortly after introduction, at chassis 592, removable access panels were fitted to the inner wheel arches, making servicing somewhat simpler.

The body exterior is visually identical to the MGA 1500 with the addition of the "Twin Cam" flash behind the engine bay, fenders and the trunk lid. In the interior, a 7500 rpm tachometer was installed and the fascia/scuttle in the roadster was covered with vinyl as had been done on 1500 coupes. Competition seats, offering greater lateral body stability, were introduced as an option on the Twin Cam and were very popular.

Affectionately known today as the "Twinkie," the Twin Cam was originally conceived as a low-production sports car designed primarily for the knowledgeable competitive driver. However, as it soon found its way into the hands (and feet) of less sympathetic drivers, problems arose. With the high compression ratio used, precise attention to mixture and timing was mandatory, as was the use of at least 100 octane fuel. When these items were neglected, burned or holed pistons usually followed. In addition, oil consumption of one quart per 250 miles (for which the engine was designed) was thought to be excessive. These problems, coupled with the fact that the engine could be easily over-revved in the lower gears, soon led to a reputation for lack of reliability. The result was a decision to cease production, which occurred on June 14, 1960, when YD1/2611 rolled off the assembly line.

Interestingly enough, the solution to the piston problem was at hand, with a reduction in the compression ratio to 8.3:1. While this took a little off performance, it was not significant. At chassis number 2251, engines were thereafter fitted with the

lower-compression pistons. In addition, factory rebuilt engines from then on also used these different pistons.

A very nice MGA can be purchased for the price of a basket-case TD. Steeped in M.G. history with a terrific competition background, the MGA certainly qualifies as a historic sports car. The nice thing about the MGA is that this is a car that demands to be driven and enjoyed.

For those contemplating the acquisition of a vintage sports car and unfamiliar with the road manners of such a vehicle, the MGA is an ideal car with which to explore the sheer pleasure of driving. The handling and cornering capabilities of the MGA are superb, making it perhaps the safest M.G. ever built. The well-proven rack-and-pinion steering is light, quick and responsive and if a driver is inept enough to lose it while cornering, the result is most predictable and controllable. The braking on the MGA is more than adequate, especially with the front-wheel disc brake cars (1600 and 1600 Mark II) and the all-around discs (Deluxe and Twin Cams). In essence, the MGA feels like a sports car ought to feel and performs, within its capabilities, as a sports car ought to perform. It is fast enough to satisfy most drivers today—in fact, the MGA just looks fast!

The MGA is a relatively straightforward car that can be maintained by the average owner. With its detachable body and fenders, a body-off restoration is relatively easy. The push rod engine and drivetrain are uncomplicated, as is the braking system. With most mechanical parts (except for the Twin Cam engine bits) reasonably available, ownership of an MGA can be very enjoyable.

There are, as in the purchase of any vehicle, some considerations unique to the MGA. The wooden floor boards are most likely to be rotted out. However, this poses no real problem as they can be easily replaced. Rust, as in any ferrous metal car, is usually present and extent should be determined. Areas most susceptible are the rocker panels, the body itself around the doors and the frame under the cockpit. Due to the propensity of an M.G. to distribute oil freely in the engine compartment, corrosion is not normally a problem in the front third of the car. However, as one moves aft, one encounters it more extensively. The location of the two 6-volt batteries in series behind the seats adds to the corrosion problem. The trunk floor should also be examined for rust. If at all possible, a prospective purchaser should attempt to put the car on a lift and inspect it carefully from the underside.

Due to the bumper-mounting design, both front and rear, even the most minor encounter between a bumper and another object usually results in sheet metal damage. It is unusual to find today an MGA that has not had body repairs both front and rear in the bumper area and on the extremities of the four fenders.

Door opening angle is rather small on the MGA. This, combined with the extremely low design of the car itself, makes cockpit

entry less easy than, say, the suicide-door T Series cars. The interior of the coupe can get uncomfortably warm due to inadequate ventilation. This may be a consideration only in some climates.

The design of the MGA cylinder head, though very efficient, is prone to produce cracks, generally between number two and three cylinders.

In any "investment" of this type, the ultimate monetary appreciation is rather unpredictable. Realistically, acquiring an MGA will probably not make one wealthy. The purchase of a clean Dusenbergs J (also a twin cam engine) in the mid-fifties (which one could have obtained at a comparable price to an new MGA then) would have produced a massive monetary gain. However, I do not see this happening with the MGA. Today I would prefer to consider an MGA as an investment in a car that will give pleasure of ownership with a resale value, depending on your care, that at least should return your out-of-pocket costs.

Probably the most desirable MGA, at least to the initiated, would be the Twin Cam. However, one must be prepared for extra and more expensive care than with a push rod engine. Parts, especially engine items, are not as readily available. A Twin Cam must be regularly tuned and high-grade fuel must be used. As was mentioned previously, the lower-compression (8.3:1) pistons are highly desirable.

Clearly, the rarest MGA is the Deluxe, especially the coupe. In the long run this should translate into a higher monetary value.

Coupes, in any of the series, in view of their lower production, generally command a price above a comparable roadster. With their unique styling somewhat akin to the Jaguar XK-120/140 coupes, they are becoming a highly desirable model of the MGA.

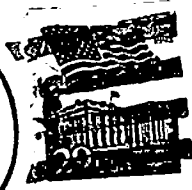
The MGA 1600 Mark II with its distinctive grille, different taillight and fascia treatment, combined with much lower production should be more desirable than the 1500 or 1600.

Within the parameters listed above, there is little to differentiate between the 1500 and 1600. Faced with a choice of similarly equipped and conditioned roadsters, a coin flip is probably as good a decision process as any.

In summary, the MGA is an enjoyable vintage sports car, devoid of major problems, that will give many years of pleasure. Selection of a good example can be highly rewarding, at least in the satisfaction derived.

Look for the complete story on the "MGB" in next month's issue of the Gazette -

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