

Minnesota MG Group Gazette

The Official Monthly Newsletter of the Minnesota MG Group

June 1993

Local Chapter of the North American MGB Register

DRIVE & DINNER HOSTED BY KEVIN & CAROL MAHONEY JUNE 19th.

Please join us for a fun, leisurely morning drive, with a lunch to follow. We will leave at 10:00AM from the PDQ Store parking lot on the South side of Hwy. 494/US Hwy. 52/Robert Street interchange (exit 67). From 494 East or West, take exit 67, which is marked 52, Roberts St. We will start with a leisurely drive down Highway 3 to Northfield, then along scenic winding county roads (all paved, Roger) to Faribault. We will end up around noon, noon thirty, at the Mahoney's home at 510 S.W. 4th. Avenue, Faribault. Hamburgers, hot dogs, and soft drinks will be provided. Please bring a side dish to pass. Please call Carol or Kevin at (507) 334-3905 and let them know how many will 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

In Praise of Clubs

Dave Destler

Editor/Publisher British Car Magazine

While many of you belong to some sort of club, register, or organization catering to your favorite car, many do not. A lot of people are simply not "joiners"; they don't like the structure of a club, its politics, or - too often - the myopic view the members have of other makes or models not within their scope of interest. There is a lot of snobbery out there, not just amongst people who drive expensive cars, but even those who look askance at the very same model they drive, albeit one model-year later, with rubber instead of chrome bumpers!

There are very large, well-organized club networks, such as the Jaguar Clubs of North America (JCNA), American MGB Association (AMGBA), Vintage Triumph Register (VTR), etc., and smaller clubs as well, from regional chapters of the big organizations, down to local marque or mixed-make clubs, some only having a handful of members.

Regardless of the size or format, the clubs comprise the backbone of our hobby. Without them, the majority of British car owners would be existing in a perceived vacuum, thinking they're the only person to still love and drive a (whatever). They'd rarely see another like-minded individual. Enthusiasm would be hard to muster. Without that sense of camaraderie we feel when all of our cars are lined

up on a lawn, or pulling into a checkpoint on a rally, the enjoyment of the cars would be diminished. Less enjoyment means less usage; that creates a smaller need for parts and services, which would in turn shrink the parts, accessories, and service industry that supports our hobby. There would be almost no advertisers in the magazine. Soon, there wouldn't be a magazine.

See what I'm getting at? Organization is sometimes not only a good thing, it's the only thing. In numbers, we have strength, to fight potentially threatening legislation, to justify manufacturers in reproducing long-obsolete parts, to encourage promoters to create large, enthusiast-oriented events. These things would not happen without clubs.

The clubs have a problem: They're finding their members becoming less and less involved in club functions, leaving all of the work to a small core of dedicated, but increasingly frustrated volunteers. The club newsletters, the only link between all members, are crying for submissions. The larger clubs have long given up on relying upon contributions from members, and have adopted magazine-like formats with regular columns and features.

Despite the advantages of participating, the vast majority stay at home. Many clubs experience only about a 10 percent membership participation in their events. So, you don't like that kind of event? Then why not go to a meeting, or write in to the newsletter, and suggest something different? Your club officers would be thrilled to know what the members really want!

I think the non-active members already in clubs are more a problem than those who do not yet belong to one. They have made the effort to join, but are not getting everything out of it that they could. And discontent breeds on itself. Most not yet in a club, on the other hand, can still be reached by some sort of promotion, and if signed up, usually are fairly active, at least in the beginning. They joined for a reason, attracted to something they perceived as beneficial.



Many clubs experience only about a 10 percent membership participation in their events. So, you don't like that kind of event? Then why not go to a meeting, or write in to the newsletter, and suggest something different? Your club officers would be thrilled to know what the members really want!

Simply networking to find better sources for parts, restoration and repairs, etc., is worth the dues.

My suggestion to clubs with participation problems, or a shrinking roster, is to make the club more interesting for members. Mail out a questionnaire to members, with a postage-paid return envelope, to get input as to what they'd like more of, less of, etc. Ask what it would take to get them out to club events.

Another idea would be to create a competition within the club. Award points to members who participate in various functions, i.e., 10 points for attending a monthly meeting (the hardest function to get them out to), 5 points for a club driving event or tour, 3 points for a club-sponsored event, etc.

The member with the most points at the end of the year is awarded the Clubman of the Year Award. It could be a handsome trophy, an engraved plate, etc. Or even a perpetual trophy upon which the winner gets his/her name engraved.

Competition creates interest, and this in turn could bring more members out of their garages. You'll never get 'em all, but if you double your 10% to 20% member participation, your club will prosper, and your members will enjoy themselves that much more.



Minnesota MG Group Directory

President Roger Karnopp 454-1379
 V. President Mike Funck 934-4950
 Treasury Al & Sharon Kelsey . 891-3452
 Secretary Dan Shidla 831-0291
 N.L. Editor Dave Stovall 894-4203
 N.L. Publisher... John & Cindy Eaton 891-1897
 Photo Album Randy Byboth 777-3748

NEWSLETTER CONTRIBUTIONS & ADS

PLEASE CONTACT:
DAVE STOVALL
 155 BIRNAMWOOD DRIVE
 BURNSVILLE, MN 55337
 PHONE: (612) 894-4203
 FAX: (612) 645-6668

MEMBERSHIP APPLICATION & RENEWAL
 Membership dues are \$20 per member/family per year. Includes 1 year subscription to the MMGG Newsletter.

Remit \$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 Newsletter are those of the authors and do not reflect official policies or opinions of the Minnesota MG Group.



SOMETIMES, WORKING ON YOUR MG CAN BE AS REWARDING AS TRYING TO NAIL A POACHED EGG TO A TREE.

Minnesota MG Group June 1993

17th Annual University Motors Summer Party August 20 - 22, 1993

OVER 500 MGs DISPLAYED
 50 MG VENDORS
 PARTS & TRIVIA CONTESTS
 RALLY & CARAVAN
 LARGEST MG MEET IN AMERICA
 PHOTO & MODEL CONTEST
 TECHNICAL DEMONSTRATIONS
 INTERNATIONAL GUESTS
 VINTAGE RACING
 THOUSANDS OF MG ENTHUSIASTS
 THIRTY CLASS FOR POPULAR VOTE
 BANQUET & AWARDS PRESENTED

SCHEDULE OF EVENTS

Thursday, August 19th, 1993

2:00PM - 6:00PM MG Club Council Meeting
 In the Presidential Suite.
 4:00PM University Motors MG Grand Tour Mark I
 Leaves from the Hilton Parking Lot.
 7:00PM - Late! Pre-Ignition Party
 In the Hotel Parking Lot.

Friday, August 20th, 1993

10:00AM - 8:00PM Registration & Regalia Sales
 Lobby of the Hilton Hotel.
 10:00AM-8:00PM Vendor Sales Hotel Parking Lot
 1:00PM-3:00PM Talking Tour of the MGA, MGB & MGC by Gregg Ferris.
 Under the Pickets.
 3:00PM-6:00PM Tour of the City by Art Lewis. Leaves from the Hilton Parking Lot, ends at Woy Myrick's Private Museum.

7:00PM-8:00PM Reception for Original Owners. In the Hotel Ballroom.
 8:00PM-11:00PM MG Literature Exhibition
 By Richard L. Knutson, NEMGT & Len Bonney, NAMCAR in the Ballroom.

Saturday, August 21st, 1993

8:00AM-9:00AM Breakfast Buffet in the ballroom (you must be pre-registered).
 9:00AM Rallye by Dennis Hathaway, leaves from the Hilton parking lot.
 9:30AM Caravan to Douglas Walker Park. Leaves from the parking lot.
 10:00AM-12:00 Noon Registration at Walker Park
 12:00 Noon "Welcome to the Party" Addresses. Under the flag at Townsend Park.
 Noon-4:00PM Voting, Parts Contests, Vendors, Demonstrations, MG Contests, Lunch.
 4:00PM Vote Counting at the Hotel
 7:00PM Awards Dinner Buffet in the tent. (you must be pre-registered)
 8:00PM-11:00PM Awards Presentation and Keynote Address by RON GAMMONS, Chairman, MG CAR CLUB, ENGLAND.

UNIVERSITY MOTORS (616) 245-2141 FAX (616) 245-6464

Sunday, August 22nd, 1993
 8:30AM Caravan to Grattan Race-track. Leaves from the parking lot.
 9:30AM Parade Laps at Racetrack
 Several laps around the track with over 200 MGs.
 10:00AM Breakfast at Grattan Track
 9:30AM-5:00PM VSCDA Races. Vintage & Hiote Races, the Featured Parocho Race, and the Tearing Session.

ANNOUNCEMENTS

The Originally Owned MG - This year featured MG. If you purchased your MG new, and you own it today, then this is the class for YOU! Authenticate your purchase - paperwork, cancelled check, window stickers, something, for the owners reception.
 LITERATURE EXHIBITION - Richard L. Knutson, internationally known MG author and Len Bonney, MGA literature authority, will introduce you to a field of growing interest - MG Sales and Factory Literature.

KEYNOTE SPEAKER - Ron Gammons, past and present chairman of the MG Car Club, England, will be our guest all weekend
 DOUGLAS WALKER PARK - One mile west of US 131 on 84th street.

SWAP MEET VENDORS - Spaces and tables available at the Hotel and at the Park. Contact UML for details.

MODEL-CRAFT-PHOTO CONTESTS - This year the model contest will include categories for single models and dioramas; the photo contest will be split into photography and paintings and the NEW category is for MG or octagonal crafts of any kind.

MG-GRAND TOUR MARK I - A 1,000 mile run around Lake Michigan, arrives back at the Hilton Friday. Fastest time wins. Details from UML.

VALVE COVER RACERS - Attach wheels to any MG valve cover and prepare it to run the inclined ramp. Details from UML Club entries welcome! Individual participation sought.

VOLUNTEERS - The continued success of our meet lies with the incredible assistance offered to us by so many MG enthusiasts. Be a part of this year's madness.

PARK SET UP - Help Ron Beecham set 600 stakes on the field at 7:00AM Saturday, a real workout, for real sweat!

TRAFFIC - Help Brandon Dethaan direct over 500 MGs into the assigned parking places, Saturday 10AM to Noon.

OVER 30 CLASSES OF MGs!

W	ORIGINALLY OWNED MG	ALL YEARS
K	PRE-WAR MG	1925-1939
TC	MG TC	1945-1949
TD	MG TD/C	1950-1953
TF	MG TF & TF 1500	1954-1955
15A	MGA 1500 ROADSTER	1956-1959
16A	MGA 1600 ROADSTER	1956-1961
11A	MGA 1600 MARK II ROADSTER	1962
A2C	MGA TWIN CAM OR MGA DELUXE	1959-1962
AP	MGA COUPE (ANY BUT TWIN CAM)	1956-1962
1B	MGB MARK I	1963-1967
2BC	MGB MARK II - CHROME GRILLE	1968-1969
2BR	MGB MARK II - RECESSED GRILLE	1970-1972
2BH	MGB MARK II - HONEYCOMB GRILLE	1973-1974
3B	MGB MARK III	1974 1/2-1976
4B	MGB MARK IV - EARLY	1977-1978
5B	MGB MARK IV - LATE	1979-1980
LE	MGB LIMITED EDITION	1979-1980
BGT	MGB/GT	1965-1974
C	MGC & MGC/GT	1968-1969
1M	EARLY MIDGET - CHROME BUMPERS	1961-1974
2M	LATE MIDGET - RUBBER BUMPERS	1975-1979
S	SEDANS Y-2-FARINA-1100-1300	1945-1980
P	PREPARED	ALL YEARS
J	"BEATER CLASS"	ALL YEARS
F	PREMIER (1ST IN 2 OF LAST 3)	ALL CLASSES
N	NON-MG - BRITISH CARS	ALL YEARS

AWARDS WILL ALSO BE PRESENTED FOR:
 CLEANEST ENGINE*CLUB PARTICIPATION*LONGEST DISTANCE
 DRIVEN*TECHNICAL CONTEST*PARTS CONTEST*MODEL
 CONTEST*RALLYE*TRIVIA CONTEST*PHOTO CONTEST*CRAFT
 CONTEST*VALVE COVER RACERS* AND BEST OVERALL!

Around The Bend

Upcoming events from other car clubs

MMGG hosted events are shown in type. Please check with the host as scheduling changes do occur.

June 5th. - The Jaguar Club of Minnesota presents -its 3rd Annual Swap Meet. An open invitation to all British car clubs. Call John Natole @884-3101 or Ralph Devschle @ 938-8657 for more information.

June 12th. - Minnesota Triumphs "Magical Mystery Tour", hosted by Terry Mackey (612) 291-2983. Last year it was a scavenger hunt in the hills and dales of Western Wisconsin. This year, who know what he'll have up his sleeve? Always a fun time and terrific roads. (open to other clubs)

June 19th. - Join Kevin & Carol Mahoney as they host the June Drive & Dinner. Details on front page.

June 23-27th. - "Meet Me In St. Louie" 2nd Annual Convention of the North American MGB Register. Five days of fun and MG's in St. Louis, Missouri. Car shows, Tours, Vendors, Tech Sessions, Spares, Gimmick Rally, Bar-B-Q, Contests, Prizes, Banquet, Regalia, and more! Meet the originator of the MGB V-8, Ken Costello and see the Costello MGB V-8! Hosted by the MG Club of St. Louis, call their hotline at (314) 434-0100 for more information.

June 26th. - Coulee Classic Rally, Great Northern Historic Rally Championship. Ed Solstad of Alpha Romeo Club. (612) 822-0569

July 9-11th. Old Car Show and Swap Meet, Iola, WI (715) 445-4000.

July 18th. - Sauk Rapids Picnic, hosted by Doug and Mary Madson.

August 15th. - A dozen or so of us will be driving East to University Motors homeland of John Twist, the "Guru of MGs," for a fun filled weekend at their 17th. Annual Summer Party. Contact Al or Sharon Kelsey at (612) 891-3452 for more details and to join us! Also on August 15th, for those of you who can't make it to Michigan, Jim & Joleen Lymburn and Mike & Pam Funck will be hosting a tour of the Flying Cloud Airport Museum.

DENNY'S DISCOURSE

By Denny Meyer

This month I decided to continue on from last month's discussion about motor vehicle emissions, but look at different aspect of it. Some months ago Tom Griffin from Corvettes of Minnesota gave me a clipping of an article by Brad Elchstadt in one of the local

papers. He wrote about an infrared sensing device built by Professor Donald Stedman of the University of Denver that scans emissions of moving cars. The device can be installed in a van and he was able to test 1,500 cars an hour as they drove by.

This device was also referred to by Patrick Bedard in his column in the February 1993 issue of Car and Driver. According to Stedman, 50% of the emissions come from 10% of the cars.

Bedard examines what the California Air Resources Board (CARB), expects to accomplish with their electric car requirements starting in 1998. Besides the requirements of zero emission vehicles (electric cars), California's requirements for Low Emission Vehicles (LEVs) that will be limited to .075 gram per mile of HC and must maintain this level for 100,000 miles. They require that 25% of sales in 1997 be these LEVs, 48% in 1996 and 96% by 2000.

What Bedard says in his article is that if they used Donald Stedman's pollution sniffer on a few busy streets, stopped the worst cars, had the people get out and remove their belongings, and gave them a new Cadillac to replace their old car, more would be accomplished for less money than by developing and building electric cars.

CARB expect sales of 40,000 electric cars per year starting in 1988. Compared with that number of LEVs, each driven 12,000 miles per year, would save 36,000,000 grams of HC. The same improvement would be accomplished by replacing 200 of the worst polluting cars with new 1998 gasoline cars. At a cost of \$40,000 each plus the cost of finding the polluting cars the total cost would be \$8.64 million.

In contrast it is estimated that the cost of electric car development will be \$1.75 billion and that incentives of \$5,000 to \$8,000 will be needed to sell them, plus \$1,200 per car in infrastructure costs.

Stedman further proposed that instead of giving away new Cadillacs, that you spend \$200 apiece to fix the bad cars. Adding in the pollution checking costs, the total bill would then be \$680,000. I don't expect this to happen though, governments seem to prefer more costly solutions.

YOUR Motoring Goodies

A new shop is opening up in Bob Figsenkau's garage. He is planning to undertake preparation or restoration work on classic motorcars, specializing in MG's. He will also be dealing in automobile and petroleum memorabilia - buying - selling - and trading.

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 prepared YOUR way, call Motoring Goodies today at (612) 935-7909. Bob will work at his place in Minnetonka, or at yours

On behalf of the Minnesota MG Group, I'd like to welcome a new advertiser and sponsor of the Club...

Fabrizi Parts House

Owned by Mr. Rino Fabrizi, a man whose passion is British cars, new & used parts, regalia, and hi-performance parts for British cars. Here are Rino's specials for June.

MGC Payne head gasket set	\$20.00
Midget head gasket set	\$10.00
MG leather key fob	\$ 3.00
MGB Radiator fan guard	\$15.00
MGA/B valve cover gasket	\$1.50
Addco MGB frt. sway bar 3/4" w/links	\$100.
V-8 Bushings fits MGA/B	\$3.00
Air intake grille, MGB	\$20.00
Chrome bullet mirrors	\$25.00
Lucas type single pod wing mirrors	\$8.00
MGB comp. door panel kit(England)	\$135.00
7" Halogen headlights (lifetime wart)	\$14.00
U-Joints, most British cars	\$10.00
Waxolyn starter kit refillable 2.5 litre	\$40.0C
Alloy valve cover for MGA/B	\$55.00
Alloy valve cover, Sprite/Midget	\$48.00
MG -TD/F 100% nylon carpets	\$95.00
Early MGB grille	\$85.00
Late MGB grille	\$85.00
Early MGA grille	\$88.00
Late MGA grille	\$88.00
MG-TD radiator shell	\$330.00
MGA front bumpers	\$62.00
MGA rear bumper	\$60.00
MGA overriders	\$14.00
MG-TD/F overriders	\$14.00
MG-TD/F bumpers, frt. & rear	\$55.00
MG-TD/F fender lamps	\$20.00
MGA vent grilles	\$20.00
MG bumper stickers	\$0.75

USED PARTS SPECIALS

MG-TD/TF Rear tire carrier	\$60.00
MG-TC/D tappet insp. plate	\$25.00
Assorted MGB radiators	\$50.00
MG-TD/F crank	\$150.00
MGB front fenders	\$75.00
MGA door	\$75.00
Reground MG-TD/C camshaft	\$60.00

FABRIZI PARTS HOUSE

7402 Spring Meadow Lane
Garland, Texas 75044
Phone (214) 414-6704
FAX (214) 414-6205

Please call, fax, or write
for our FREE 40+ page
catalog, the above ad
represents only a frac-
tion of the new, used and
high performance parts
we carry in stock.

THE MGB

The MGB started out on the drawing board rather than on the racetrack and was to be the first Abingdon design model with complete unit body construction, as it was felt that considerable weight savings could be achieved. Also, it was felt—incorrectly—that in the long run a complete unit body could be produced less expensively than a conventional chassis/body arrangement.

The MGB was finally introduced in September 1962, with all but two of the first 500 production cars earmarked for the American market. In a publicity letter sent to John Bond, of *Road & Track*, Tony Birt, the somewhat overzealous advertising manager for the American importer, confidently claimed that everything except the Octagon was new.

This, in fact, was a slight overstatement, as the entire drivetrain was only slightly modified from the MGA design.

The new engine was a further development of the Austin-designed B-Series unit, which traces its lineage back through a half dozen bore size increases to the 1200 cc A-40 unit of 1948. The new cylinder block incorporated slanted cylinder bores, which meant that no water

passed between the end pair of cylinders. This proved a bit of a challenge to the engineers and foundry men at the Morris Engines Branch, but in practice, posed few problems.

The crankshaft, with three main bearings of a larger diameter than those previously fitted, incorporated long-wearing copper/lead bearing throughout. The cylinder head and valve train were exactly as per the 1600 Mark 11. Carburetion was still via a pair of 1 1/2-inch SU's, but of the latest "HS" design, which were slightly less prone to losing their jet assemblies and float bowls due to engine vibrations! The original air filters were very well designed and according to Abingdon design engineers the new units added 3 bhp. This is due to the carefully designed bell-shaped air filter backing plates, which provide a certain ramflow effect inside the large, free-breathing air filter canisters. The elements were of the modern dry type. Modern owners would be well advised not to fit dress-up pancake air filters.

The MGB engine produced 95 bhp at 5400 rpm and 110 pounds feet of torque.

This compared favorably with the 86 bhp produced by the last of the 1600 Mark II MGA's.

The transmission differed only in detail from the MGA unit but was fitted with a longer-wearing synchro ring on second gear which somewhat alleviated earlier complaints. It was also no longer necessary to use the MGA remote-control gear shift assembly since the driver sat farther forward in the new body. A slightly cranked gear lever fell within comfortable reach and provided for exceptionally precise shifting.

The old MGA rear suspension was fitted with wider spring perches and a lower final drive ratio, and was used successfully for some years. Although this axle assembly with its pressed steel housing and cast aluminum

However, overall handling, which had always been the hallmark of M.G. sports cars, was still excellent and remained so throughout its eighteen-year production run. The only exception was 1975-76 model year cars which suffered badly due to increased ride height. Overall handling is highly predictable on the MGB thanks to slight understeer tendencies—rear end breakaway can be easily and confidently controlled.

The MGB unit body design deserves special merit for its truly rigid construction so desirable in an open sports car. Unlike many other contemporary sports cars, the MGB did not exhibit scuttle-shaking tendencies which not only could affect handling but also the overall durability of the structure. While the body is no more prone to rusting than other bodies of

its type, runaway corrosion can severely weaken the body to the point where doors, particularly on the roadster model, lack sufficient clearance to close properly.

Prospective MGB buyers would be well advised to carefully inspect any car under consideration. Rust problems are first made evident by blistering paint along the sills and lower sections of the front and rear fenders. In more advanced cases the bottoms of the doors and rear wheel arches may deteriorate as well as the tops

MINNESOTA MG GROUP 1993 MEMBER APPLICATION / REWEVAL

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	

Make Check Payable To:

Minnesota MG Group

Mail Check To:

**Alan Kelsey
15942 Harmony Way Court
Apple Valley MN 55124**

differential case was somewhat noisy, it was felt to be adequate for an open sports car.

The front suspension traces its lineage back to the Y type, originally designed by Alec Issigonis in 1939. In fact, the front suspension sub-frame pressings are virtually the same as the equivalent part fitted to Y, TD, TF and MGA chassis. The king pins were modified to current BMC designs and proved to be long wearing if properly greased.

The old troublesome rubber A-arm bushings were retained and continued to be subject to excessive wear and deterioration. Fortunately, these are not difficult to replace. The rack-and-pinion steering was of a new design and for the first time incorporated renewable bearings. The unit was and continues to be very long wearing, but only if the rubber steering rack gaiters remain intact and properly lubricated with SAE 90 gear oil. Grease must never be injected into the system.

Spring rates were a good deal softer than on any previous Abingdonbuilt sports car.

of the front fenders where mud accumulates on top of the box section of the inner wheel arches. Roadsters left in the open with their tops down are also prone to developing rust in the main floor pan. Leaking trunk or tailgate lids can contribute to similar problems in the corners of the luggage area.

Fortunately for the current and future generations of MGB enthusiasts, badly rusted bodies can be restored to as-new condition. The key to success in this regard is in tackling the complete problem, rather than in repairing only those panels which are readily visible. The lower sills, which actually extend behind the front and rear fenders, provide a great deal of strength to the body and are made up of a number of panels forming a double box section. Some of these inner panels are even more susceptible to rust than the exposed outer panels. Most reputable MGB specialists offer aftermarket front and fender rust repair panels which allow damaged outer sections to be cut away, exposing what lies underneath and avoiding the expense and effort of replacing the entire

lender. The inner sill sections can then be removed and replaced as necessary with new components. The wise owner will very carefully paint and undercoat all new panels to prevent future reoccurrence.

In discussing the car as a whole, it can be fully said that the MGB, either in its roadster or GT form was in the very best Abingdon tradition. In its original guise, the B was a pure sports car built to meet the demands of that period. It is a further tribute to the men at Abingdon, that in its eighteen-year production run, the same basic car was constantly updated, both to meet the needs of the newer generation of sports car enthusiasts, and also to meet a never ending succession of American safety and clean air regulations.

Sports car road testers universally acclaimed the MGB in its earlier days for its clean lines, excellent road manners and good all-around creature comforts. *Road & Track* called it "The best engineered, best put together MG we've ever seen." As the years passed and the MGB became more and more of an institution along the lines of the Model T, VW Beetle and Morgan, journalists became perhaps rightfully more critical of the B, compared to modern contemporary sports and sedan cars.

Performance had certainly suffered quite badly on American versions which finally produced a scant 62.5 bhp compared to 94 bhp in its pre-1968 version. Most also agree that the post-1974-1/2 rubber safety bumpers did little to enhance the appearance of the car.

On the positive side, dozens of changes improved the durability, drivability and overall comfort of the cars while retaining most of the best handling characteristics of the earlier examples. It is perhaps unfair, yet true, to say that most changes made to meet American federal clean air and safety standards detracted from the B, while most other changes genuinely improved the breed. How then is a prospective M.G. owner to decide which model year best meets his or her particular needs?

Perhaps the first consideration would be body type. The stylish GT version was introduced in 1965 to supplement the open tourer and was successfully produced through to the end. Unfortunately, the GT was withheld from the American market after 1974 so as to not compete with Triumph's TR7. The GT offered all-weather luxury in a tightly-knit sporting package.

The GT variant is only slightly slower through the gears due to 220 pounds of extra body weight. However, handling was slightly improved, as was top speed due to better weight distribution and aerodynamics. While the open roadsters have always been more popular than the GT, particularly in the United States, the GT's in the long run should be a better investment due to strong appeal and very limited availability.

Brief mention should be made of the most desirable of all M.G.'s—the MGBGT V-8. Introduced in 1974 for the English market only, the V-8 beautifully utilized the Rover 3.5-liter aluminum block engine. This engine was developed by Buick in the early sixties and was used in a number of mid-sized GM models of that period. Since the weight of the complete V-8 engine was less than the cast iron four, the V-8 handled beautifully and was very quick.

QUALITY COACHES

We service all foreign makes!

BMW★HONDA★MG
MAZDA★NISSAN★SAAB
SUBARU★TOYOTA
VOLKSWAGON★VOLVO

ALL REPAIRS GUARANTEED

Call Mark or Greg
Brandow at

(612) 824-4155

Authorized Moss Distributor
OUR 20TH YEAR!

Imagine the exhilaration of driving this car with 0-60 acceleration time of 7.7 seconds versus 12.3 seconds for the later federalized four cylinder cars.

What a shame the MGBGT V-8 was never available in the American market. Triumph/Rover biased management of British Leyland decided that meeting federal pollution requirements would be cost prohibitive. Of course, the same V-8 engine was eventually smog-certified in an effort to save sagging sales for the Rover sedan and Triumph's "flying wedge." But the substantial performance boost was little help, and these models died a quiet death. One cannot help thinking that if priorities at British Leyland had been slightly different, the venerable MGB might still be in production with a V-8 engine and a fresh lease on life for the American market.

MGB's in their original 1962-67 Mark I pre-pollution and safety equipment models, will always be desirable for their purity of form. The '67 Mark I GT is a particularly desirable model, as this was the first and only year this model was available in the American market without pollution and safety equipment. Mark I cars can be identified by their simple, black wrinkled-finish steel dashboards, "eared" knock-offs for wire-wheeled cars and lack of side-marker lights, reflectors or seat headrests.

For 1963 a stronger brake lever and modified rear springs were incorporated. Overdrive, a very desirable option introduced in '63, became very popular in later years and was made standard equipment in England after June 1975, but continued to be a rare option in the US. With overdrive engaged, engine speeds were reduced by twenty per-

cent on earlier models and eighteen percent on post-1975 models. This feature makes for most enjoyable highway cruising. While the units themselves are trouble free if kept well lubricated, the Lucas electrics and related wiring can cause annoying problems. A fiberglass hardtop was also made available this year.

The five main bearing engine, along with a standard oil cooler, was introduced in October 1964 and proved to be slightly smoother than the three main bearing unit it replaced.

Well maintained, five main bearing engines are good for 100,000 miles between rebuilds, while the earlier units are good for approximately 70,000 miles. Well thrashed early engines are prone to crankshaft breakage. Also new for 1964 was an improved electric tach to replace the mechanical unit.

The 1966 model year marked the introduction of the stylish GT (with a twelve-gallon fuel tank). Door handles for both models were now push button. The following year a front sway bar became standard.

The only major drawback of the Series I cars is the gearbox. As mentioned earlier, the transmission was carried over from the MGA and lacks synchromesh in first gear. Also, there is quite a wide gap between second and third gear, which is not ideally suited to the rev and torque characteristics of the power unit. Second gear, however, can be used as a "starting" gear. In low mileage or rebuilt form, the earlier gearbox is quite satisfactory, but typical high-mileage examples will have worn first and reverse gears as well as second speed synchro rings.

Mark II cars were produced from October 1967 to October 1969 and introduced the excellent full synchro gearbox which was to be used in only slightly altered form to the end of MGB production. Incidentally, it is not feasible to fit the full synchro gearbox to Mark I cars as the transmission tunnel and toe board area were also modified rather extensively to accept the bulkier gearbox.

Mark II's were the last MGB's fitted with genuine leather seat facings, as well as the early chrome and vertically slatted radiator grilles. These were the first cars effected by the newly mandated American clean air and safety act, but the affects on performance at this point were minimal. Padded safety dashboards were fitted but are prone to serious cracking and lacked the refinements of later American market dash layouts. Alternators replaced the outmoded but reliable generators and the electrical system changed from positive to negative ground. (This does make it easier for current owners to fit decent modern sound systems.) Polarity can easily be reversed on Mark I cars but the later electrical tachometers will have to be reworked by a competent instrument rebuilder. Automatic transmissions were introduced as an option, but fortunately, and surprisingly, not offered to the American market. This option was withdrawn in September 1973 due to lack of demand.

The 1970 models commenced production in October 1969 and were the first M.G.'s to be influenced stylewise by the new British Leyland management. The classic radiator grille was replaced by an uninspired black recessed

affair with a bright anodized aluminum surround. The center portion of the rear bumper disappeared and the license plate assembly was lowered to fill the gap. B. L. badges were prominently displayed on the front fenders and completed the indignity to the original design. Present-day owners who are not dyed-in-the-wool purists can easily retrofit early grilles and rear bumpers. A smaller leather-rimmed steering wheel also made its debut.

On the positive side, 1970 models marked the introduction of the more stylish Rostyle wheels which looked quite sharp particularly when fitted with the optional anodized aluminum trim rings. Wire wheels were, of course, still optional but in this period their popularity was waning.

Seats were now more comfortable and were easily adjustable for rake. Regrettably, the improved seats were now vinyl covered in an uninspired style. Neat rubber pads were set into the same basic bumper guards.

In 1970, British Leyland gave up the "Mark" concept of identifying successive major model variants. M.G. cars could now be identified by their model years, so designated by the sixth numeral of the chassis ID number. This system commenced with the letter "A" for the 1970 model year and continued sequentially from there. New model years generally started in October of the previous year.

As of September 1970, the folding convertible top frame was redesigned with considerable improvement by Michelotti. Earlier top frames were available either in stowaway form (which was a bit of a project to erect) or the earlier fold-away version (which was also no joy, what with its eight lift-the-dot fasteners, six press-studs, two slides, and one over-center wind screen securing clip). Without a formal introduction to the mechanism, an engineering degree would be most helpful! Further improvements for '71 models were a very much improved heater system and an interior courtesy light. Telescoping hood and trunk lid stays replaced clumsy prop-rods. Nineteen seventy-two model year improvements restored the useful glovebox missing since '67 on American market cars and added face-level fresh air vents. A very neat center console with padded armrest/cubby box lid was also added. Performance for '72 was still good with only three bhp being sacrificed in the interests of clean air.

Cars for the 1973 model year were introduced with mixed blessings. The classic grille surround was back, but fitted with a tasteful black mesh grille. Also restored was a full rear bumper, and the license plate assembly was moved back to its proper position. Armrests were finally added. The seats received their last major revision, at least for the American market, and were both more attractive and comfortable. US versions also now had seat-belt buzzers installed. Roadster seats were still covered in vinyl while the last of the United States market GT's had fabric inserts. On the minus side, stiffer antipollution requirements further robbed available horsepower which was now rated at 78.5 bhp.

Nineteen seventy-four was a difficult year for the engineers at Abingdon as a flood of recently introduced or soon-to-be-introduced American regulations had to be dealt with. That model year, cars produced up through

Minnesota MG Group June 1993



BRITISH SPORTS CAR SPARES
From the World's Oldest & Largest Supplier

MG • Austin-Healey • Triumph • Jaguar
✓ The Most Extensive Inventory
✓ Free Comprehensive Individual Catalogs
✓ Free Quarterly Newsletter with Sale Section

805-968-6810 800-235-6954
24 Hour Worldwide Fax Toll-Free USA and Canada

Moss Motors, Ltd.
P.O. Box 847 • 7200 Hollister Avenue
Oakland, California 94617 • 855-968-1841

August were fitted with large black bulbous bumper guards. According to the eminent M.G. historian F. Wilson McComb, these were known within the factory as the "Sabrina" type in tribute to a well-endowed lady of the British showbiz world. If local regulations permit, these massive protrusions can be replaced with the earlier all chrome or chrome and rubber overrides. Other changes this year were the fitting of radial tires as standard and modifying the engine compartment to suit the V-8.

September 1974 marked the introduction of the most wide-sweeping change ever made to the MGB. Massive steel-reinforced polyurethane-covered bumpers were added front and rear on all models in order to meet the latest round of American regulations. In addition to minimum-impact resistance, the bumpers also had to meet standard bumper height requirements. This was accomplished by raising the entire body off its suspension by a significant 1-1/2 inches. Not only did the bumpers increase the overall weight rather considerably, but road handling suffered badly. On a 200-foot skid pad, 1974 1/2 '76 MGB cornering capabilities were rated at 0.069 g, about on a par with typical American sedans of the period. Fortunately, the serious body roll and roll-oversteer problems were brought under control when rear anti-sway bars and heavier front sway bars were added for the '77 model year cars. These components can easily be retrofitted to 1974/1/2-76 models and current owners would be encouraged to do so.

While it is possible to modify rubber-bumpered cars to chrome bumper specs (provided local regulations permit) this is a very involved project that should not be undertaken lightly. Significant structural changes were made to accommodate the rubber bumpers and some sections of the "original" fenders were cut away to provide necessary clearance. The front suspension crossmember was modified to provide increased ride height at the front which also involved changes to the steering rack and column. Rear springs were altered, as were their fixing points to the body.

As significant as the suspension changes was the further restriction on performance due to the fitting of a single carb on US models.

A short run of MGB's which still included the GT variant for the US market (except California) was produced between September and December of 1974. These were known as '74Y2 model year cars. These cars still incorporated twin SU carbs and produced approximately 78 bhp. The combination of a decent engine coupled with weak handling got some owners in trouble!

In January 1975 the final edition of the American smog-certified engine was introduced. This unit, producing a scant 62 bhp, was fitted with a single Zenith-Stromberg 1 1/2-inch carb incorporating automatic choke. California versions also had a catalytic converter. The extensively revised exhaust manifold required on all American market cars is notoriously prone to cracking and is not inexpensive to replace. It is hard to believe that in the five remaining years of MGB production, Abingdon engineers were never able to correct this problem.

Private owners have been known (generally against all local regulations) to circumvent the problem by fitting earlier twin carb and manifold setups. This does not restore all earlier power, as post-1975 cylinder heads for the American market also had smaller valves. English market cars continued to the end of production with twin SU's and only minimal pollution equipment. "Home" market cars were also fitted with American safety bumpers and related ride height increased from their first date of introduction. An improvement was the replacement of the two 6-volt batteries with one 12-volt unit.

Virtually all post-1975 changes were refinements that improved the car in numerous detail respects. Nineteen seventy-seven model year changes included the roll bar modifications as discussed previously. The dash for the American market received its final facelift and was really quite attractive. An electric clock was now fitted as standard equipment. The steering wheel was changed for at least the sixth time and complemented the style of the new dash.

Twin electric fans were added to American market cars while "home" market cars received only one. The thermostatically controlled fans provided fractionally more horsepower since the mechanically driven fan was no longer required. A sealed cooling system was also introduced. The overdrive switch was neatly fitted into the gear shift knob, which at last meant that all shift controls could be found in one place! Twin flush-mounted door speakers were added as standard equipment in 1978. The final American-inspired regulation came in 1980 with the fitting of an 80 mph speedometer.

Over the years a number of options not already discussed and a series of limited edition cars were produced that deserve special mention. Fiberglass hardtops for the tourers were made available by the factory throughout the production run. These were far superior to the aftermarket tops produced by a variety of specialists. The factory units were very snug fitting and can be identified by glass rear windows and aluminum-framed rear quarter windows. Chrome wire wheels were not, strictly speaking, offered by the factory. However, the American distributors were more than eager to supply them at extra cost prior to delivery. M.G.'s own Special Tuning Department made available a wide range of competition accessories, including Weber conversions, oversized or supplementary tanks, "Sebring" acrylic plastic headlamp covers (a la XKE), close-ratio gear sets, competition sway bars, heavy-duty-valved shock absorbers and a whole range of race-proven

engine parts. Current owners should determine the authenticity of any odd bits prior to heaving them in the trash bin, as these factory "optional" components will one day be worth their weight in gold.

The first limited edition cars were a series of 10 late '67 BGT's. These "anniversary" cars are specially prepared by the American importers to commemorate the first-year anniversary of the GT variant. Special equipment was "limited" indeed, but did include a wood rim steering wheel, matching gear shift knob and photo-etched commemorative plates, which were affixed to the front fenders.

The first Abingdon-inspired limited edition was the "anniversary" GT's of which 750 were built to commemorate fifty years of M.G. production. These cars were built only for the English market and were finished, appropriately enough, in British racing green with attractive gold side stripes. Handsome alloy-centered, steel-rimmed wheels were borrowed from the V-8 to complete the package.

The next limited edition offering was the LE and was available in the US. The LE was introduced in 1979 and featured any color a customer could want... so long as it was black! Attractive silver body stripes were added to the lower body side and special-design alloy wheels were fitted. A competition front spoiler, smaller, leather-wrapped sport steering wheel, dash plaque on the glovebox and chrome luggage rack rounded out the special equipment. This truly made for an attractive package and was the first and only time that the bumpers matched the body color. At last, they almost looked like they belonged!

The final Abingdon-built "limited edition" truly limited as it commemorated the last 1,000 M.G.'s to be produced at Abingdon. This final edition was built, perhaps rightfully so, only for the English market. These cars incorporated all of the best features Abingdon designers could develop in eighteen years. Their only indignity was their American-inspired bumpers. Of the last 1,000 MGB's built, 420 were roadsters finished in bronze enamel and 580 were GT's finished in pewter (silver) paint. Both types were fitted with special alloy discs or wire wheels, front spoilers, special body striping and distinctive badges.

With over 513,000 cars being produced in eighteen years, a prospective M.G. owner has a great deal to choose from. No single year or variant is best suited to the tastes and needs of everyone. While this writer favors the earlier cars, there are many keen enthusiasts who swear by the later models, rubber bumpers and all.

Financial resources will ultimately be a contributing factor in one's final choice. The later cars are more expensive but also generally in better condition. If an enthusiast has reasonable mechanical aptitude and the time to devote, most repair and/or restoration work can be carried out successfully as all MGB's are relatively simple and straightforward. All MGB owners should at least be equipped with a good workshop manual and basic assortment and tools.

The older the model, the more carefully it should be inspected, particularly in regard to rust problems. Many cars over ten years old will exhibit some sign of rusting which may be more extensive than a cursory inspection would indicate. The older models in marginal condition are best bought as restoration projects or for planned short-term ownership. It can be a discouraging experience to keep a high-mileage clapped-out example running on a shoestring budget. On the other hand, the same example could be brought to like-new condition by a restoration enthusiast, driven for tens of thousands of additional trouble-free miles, and eventually sold, recouping all out-of-pocket expenses.

Values on early cars are largely dictated by condition but should appreciate in value over the next few years, compared to later model cars in similar condition. Late model cars, particularly in mediocre condition, should depreciate at least for a few years, but perhaps at a lesser rate than other contemporary vehicles. In the long run, all MGB's, like every other M.G. before it, will become cherished "classics" and will hopefully allow future generations the opportunity to experience the "magic of M.G."

Look for the next article "The MGC Story" by R. Knitson, author, *The M.G. Buyers Guide*. in next month's *Gazette*.-ed.

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**

Dear Dave,

The following is an excerpt from a letter I received from John Twist, of University Motors, thought I'd share it with you.

Daval

Your newer format for the Gazette is wonderful. I couldn't believe that picture several issues ago of some twenty of your club members MG's all lined up (Fall Colors Tour).

Please be sure to include our Summer Party info/dates in your next issues. I noted the "update" on page 4 in the May issue- over a dozen of your cars and members coming to the Summer Party? Wow! We're looking forward to seeing all of you.

Safety Fast!

John

Bok Choi

Several people asked Vicki for the recipe for her salad she brought to the Sood's so she thought she would share it with you.

- 2 bunches of Bok Choi
- 4 bunches green onions
- 2 sticks of margarine
- 8 tablespoons of sugar
- 1 cup slivered almonds
- 1/4 cup sesame seeds
- 8 pkgs. Ramen soup mix
- 2/3 cup vegetable oil
- 2/3 cup wine vinegar
- 2/3 cup sugar

Chop Bok Choi and green onions and put in bowl, set aside.

Melt the margarine in a large frying pan on medium heat, add sugar and blend.

Crush the ramen noodles while still in the bags, remove the flavor packets, (cause they don't go well with the salad or peoples fillings), and add to the margarine sugar mix.

Brown noodles until golden brown. Keep

your eyes on this as it is VERY easy to burn the noodles and set off smoke alarms.

Brown almonds and sesame seeds on a cookie sheet in the oven at 350 degrees for 5 minutes, watch this closely too.

Add noodles, almonds, and sesame seeds into bowl with Bok Choi and onions, mix immediately or noodles will stick together in a large ball...tasty, but really hard on the teeth.

For dressing, mix the oil, wine vinegar, and sugar in a bottle or container you can shake, pour over the salad, toss, cool in fridge and serve and enjoy!

REGALIA

MMGG GRILLE BADGES - Let others know you belong to the BEST car club around, by showing your MMGG colors! Badges may be purchased at club events for \$9.00 or by mail from Roger Karnopp for \$11.00. Send check to Roger at 1295 Deerwood Drive, Eagan MN 55123.

If you couldn't make it to the May Drive and Picnic, you didn't get a catalog of new Regalia offered by "Initially Yours Monogramming". Tom & Roberta Tenderly will send you one just call them at 473-7147. The catalog features everything from hats to purses, to jackets, all with the MMGG logo. They can also do any type of monogramming on just about anything textile, seat covers, car covers, leather, give them a call today.

Cups, coasters, caps, and shirts are available at all MMGG hosted events. Cups are \$5, coasters \$2.50, golf shirts in red, white or blue \$13.00. Help support YOUR CLUB with a regalia purchase at our next event.

Minnesota MG Group June 1993

1993 MMGG MEMBERS

Arrested, Nels & Dru
4229 Grimes Avenue So.
Edina, MN 55416
922-0722

1959 MGA 1500 Red

Amundson, El & Darlene
1715 Traymore Road
Minnetonka, MN 55343
545-7950 1977 MGB
MK IV Flamenco

Anderson, Jim & Julie
P.O. Box 517 Janesville,
MN 56048 (507) 234-6691
1973 Midget Blue

Bama, Steve & Mary
2005 Timberidge Ln. SE
Rochester, MN 55907
(507) 282-0793
1969 MGB MK II Blue

Barnett, Jim
6415 NW Highway 10
Anoka, MN 55303
1971 MGB MK I Red

Benton, Barb & Ron
6313 Waterman Avenue
Edina, MN 55343
1975 Midget White

Blackford, David & Cheryl
670 Pinewood Dr St. Paul,
MN 55126
483-9207
1966 Midget BRG

Borken, Rick & Liz
8906 Minnehaha Cir. N.
St. Louis Park, MN 55426
936-9315
1974 MGB/GT Red

Brandberg, John & Linda
859 Rogers Court, Eagan,
MN 55123 452-3873
1963 MGB MK I Red

Brandow, Mark & Eileen
870 Red Oak Lane
Minnetrista, MN 55364
472-3189
1960 MGA 1600 Gray
1970 MGB/GT MK II Pale
Primrose
1973 MGB MK II White

Buchmayer, Brian & Ruby
2056 E. Burke Ave No.
St. Paul, MN 55109 770-
9614 1979 MGB MK
IV Snapdragon

Burns, Michael & Eileen
16168 Huron Court
Lakeville, MN 55044
891-1860
1956 MGA 1500 Red

Byboth, Randy M.
2547 East Second Ave. N.
St. Paul, MN 55109
777-3743
1958 MGA 1500
1979 MGB MKIV White

Campbell, Don & Karen
4282 Fisher Ln. White Bear
Lake, MN 55110 429-6898
1960 MGA 1600 Yellow

Carlberg, Garry & Wendy
136 1st St. Proctor, MN
55810
(218) 624-3579
1975 MGB MK III Blue

Carlson, Jon & Sherrill
3270 148th St. Rosemount,
MN 55068 423-1761
1957 MGA 1500 Blue

Cusey, Veronica
2432 Lyndale Ave. So.
Minneapolis, MN 55405
377-5791
1960 MGA 1600 Yellow

Christ, Mark & Colleen
3349 Sycamore Trail
Prior Lake, MN 55372
447-8003
1975 MGB MK III Red

Dehmer, Jerry & Brenda
5285 145th St. Savage, MN
55378 440-7066
1979 Midget Green

Desnick, Tony & Ulla
2019 Jefferson Ave.
St. Paul, MN 55105
698-8681
1976 MGB MK III Blue



Donohue, Doreen & John
218 Wildwood Bay Drive
Mahtomedi, MN
55115 426-4226 1979
MGB MK IV Forest Green

DuBay, Rich
2101 Hand Roseville, MN
55113 487-1909

Eaton, John & Cindy
17232 Hayes Ave.
Lakeville, MN 55044
891-1897
1960 MGA Red

Enderlein, Mark & Kathy
2353 Dueblo Drive
Mendota Hts. MN 55120
454-7454
1979 Midget Green

Erickson, Leif & Linda
1425 Amundson Drive
Stillwater, MN 55082
439-5040
1977 MGB MK IV Green

Erickson, Lowell & Connie
7536 Tempo Terrace NE
Fridley, MN 55432
786-4256 1962 MGA 1600
MK II Beige

Figenskau, Robert & Sheila
4551 Tonkawood Rd.
Minnetonka, MN 55345
935-7909
'33 L1 '47 TC '52 TD

Fish, Ronald & Belya
18120 285th St.
Schafer MN 55074
257-4692
1969 Midget White
1977 MGB MK IV Blue

Fitzer, Gregg & Laurie
2213 Copperfield Drive
Mendota Hts., MN 55120
452-7453
1972 MGB MK II Blue

Funck, Mike & Pam Satre
7392 Vancouver Rd. Eden
Prairie, MN
55346 934-4950 1974
MGB MK II Orange

Garlick, Rick & Jackie
13001 Upton Ave. South
Burnsville, MN 55337
890-2793 1980 MGB MK
IV (Ltd. Ed.) Black

Good, Paul & Joan
3161 Cass Trail Webster,
MN 55088 652-2200
1959 MGA 1500 BRG

Good, Scott
7433 Humbolt Ave. No.
Brooklyn Park, MN 55444
561-4047
1975 Midget Orange

Harkness, Kim
415 Woodlawn Ave.
St. Paul, MN 55105
689-2596 1974 MGB MKII
Teal Blue

Henle, Larry & Barbara
605 Paul St. Marshall, MN
55119 (507) 532-6425
1977 MGB MK IV Green

Hess, Steve & Kathy
4070 Olivine Eagan, MN
55122 683-1187
1972 MGB MK II Gold

Hinshaw, Bob & Cheryl
Scholten 5009 Wentworth
Ave. So. Mpls., 55419
824-6333
1972 MGB MARK II BRG

Hirschman, Mike & Donna
6483 Zinnia Lane
Maple Grove, MN 55311
553-1949

Hodgson, Tom & Michele
2287 Case Ave.
Maplewood, MN 55119
831-0694
1977 MGB MK II Dark Blue

Holtberg, Mark & Cleo
Route 3 Box 262
Glenwood, MN 53664
634-3810
1962 MGB MK I Yellow
1969 Midget Red
1970 MGB MKII Yellow



Howe, Paulette & Jim
6790 165th St. N.
Hugo MN 55038 426-0157
1977 MGB MKIV Maroon
1979 MGB MK IV Blue

Ingalls, David & Carrie
1204 Bluebill Bay Burnsville
MN 55337 892-1252

Ingebrigstson, Jeff
592 38th Avenue NE
Columbia, Heights, MN
55421 789-1406
1957 MGA 1500 White
1959 MGA 1500 Red
1959 MGA Coupe

Jentink, Bruce & Linda
8705 River Heights Way
Inver Grove Heights, MN
55076 450-9796
1971 Midget Blaze Red

Kalow, Dennis & Dar
300 West Colville
Cannon Falls, MN 55009
263-2373
1973 MGB MKII Red

Karnopp, Roger & Pat
1295 Deerwood Dr.
Eagan, MN 55123
454-1395

1960 MGA 1600 Black
1971 MGB MKII Orange

Kelsey, Al & Sharon
15942 Harmony Way Ct.
Apple valley, MN 55124
891-3452
1970 MGB MKII BRG
1980 MGB MKIV Brown

Koenig, Hans & Vaughn
6209 Crest Lane Edina,
MN 55436 926-9226
1966 MGB MKI Red

Krohn, Bryce & Pat
1120 Rockstone Lane
New Brighton, MN 55112
784-9783
1959 MGA 1500 Black
1960 MGA Coupe Red
1961 MGA 1600 White



La Forest, Kathleen 4242 Grimes Ave. North Robbinsdale, MN 55422 531-0415 1979 MGB MKIV White	Merrill, Ken & Diane 851 21st Ave. North So. St. Paul, MN 55075 455-5681 1974 MGB MKII Orange 1974 MGB MKIII White	Pieper, Larry & Kathy 866 Lenox Ave. St. Paul, MN 55119 738-2032 1979 Midget White	Sood, Jerry & Sue 7945 173rd. Street West Lakeville, MN 55044 891-5065 1967 MBG MKI White 1967 MGB/GT MKI BRG	Vang, Michael & Lucy Hagen 1156 Charles St. Paul, MN 55104 645-4836 1969 Midget White
L., Rob 705 SE 2nd St. Willmar, MN 56201 235-6422 1974 MGB MKIII Orange	Meyer, Dennis 4680 Northshore Drive Mound, MN 55364 472-5023 1968 MGB MKII White	Quinlan, Jean & Donna 13420 Fairlawn Court Apple Valley, MN 55124 432-7988 1979 MGB MKIV Green	Spargo, Ron & Kathy 8399 Bavaria Road Victoria, MN 55368 443-2020 1972 Midget Red	Webster, Al & Roberta 4293 Trading Post Trail Afton, MN 55801 436-5921 1976 MGB MKIII Tan
Larson, Ron & Kim 1025 Texas Avenue NW #4G Hutchinson, MN 55350 587-8706 1970 MGB MKII Blue	Millonig, Michael T. 18867 Jordan Trail Lakeville, MN 55044 469-3921 1966 Midget	Rixen, Steve & Sandra 938 Becky Circle Hudson, WI 54016 (715) 386-2880 1958 MGA 1500 Brown	Stanoch, Joe & Pam 4070 Goldenrod Lane Plymouth, MN 55441 559-7119 1957 MGA 1500 Red	Wendland, Kathy & Stan 8040 Dakota Lane Chanhassen, MN 55317 934-1742 1967 MGB/GT MKI
Losinski, Tom & Phyllis 3360 Rosewood Lane North Plymouth, MN 55441 557-0838 1960 MGA 1600 Red	Mitchell, Carlyle & Carol 8531 136th. Court West Apple Valley, MN 55124 432-3901 1977 MGB MKIV Green	Rod, Bill & Sue 6398 Otterlake Road White Bear Lake, MN 55110 653-1422 1961 MGA 1600 Red	Stebner, John & Anne 344 13th. Avenue North South St. Paul, MN 55075 455-0229 1974 MGB/GT Aqua	Wheeler, David & Patty 1235 Yale Place # 1701 Minneapolis, MN 55403 371-9209 1968 MGB MKII Green
Lymburn, Jim & Joleen 539 84th Ave NW Coon Rapids, MN 55433 780-9241 1974 MGB MKII Blue	Mitchell, Michael & Jackie 1509 West 4th St. Red Wing, MN 55066 388-2571 1962 MGA 1600 MKII Black	Rod, Howard & Colleen 1786 Lake Street Lauderdale, MN 55113 642-1054 1960 MGA 1600 Red	Stovall, Dave & Vicki 155 Birnamwood Dr. Burnsville, MN 55337 894-4203 1969 MGC/GT Black 1973 Midget BRG	Wilkins, Verl & Ada 32 17th Ave. So. Hopkins, MN 55343 935-1608 1960 MGA 1600 Beige 1974 MGB MK II Autumn Leaf 1974 MGB/GT MK III White
Madson, Doug & Mary 2042 Oak Dr. Sauk Rapids, MN 55379 251-0317 1957 MGA 1500 Red 1967 MGB/GT MKI Gray	Moose, Victor, Jr. 10461 Holly Street NW Coon Rapids, MN 55448 755-0910 1959 MGA 1500 White	Sackman, Glen & Barbara 2108 Western Ave. No. Roseville, MN 55113 489-4842 1979 Midget BRG	Tessmer, Mark & Mary 4992 Xylon Ave. N. New Hope, MN 55428 535-4469 1965 MGB MKI Red	Wold, John & Carol 924 5th Avenue South Stillwater, MN 55082 439-6714 1970 MGB MKII Green
Magasano, Larry & Beth Ann 15540 Canyon Ridge Eden Prairie, MN 55347 934-8021 1979 MGB MKIV Black	Nickleski, Glenn & Gwen 1603 River Heights Road Menomonie, WI 54751 (715) 235-2156 1971 MGB MKII Blue	Schaefer, Phil & Denise 6816 Queen Ave. South Richfield, MN 55423 866-8843 1967 MGB MKI Yellow	Thomas, John & Signe 6326 Smithtown Road Excelsior, MN 55331 474-1944 1964 MGB MKI Red	
Mahoney, Kevin & Carol 510 SW 4th Ave. Faribault, MN 55021 334-3905 1960 MGA 1600 Silver 1974 MGB MKIII White	Olson, Tom 10281 Scarborough Road Bloomington, MN 55437 831-0694 1977 MGB MKIV BRG	Schultz, Al & Helen 2700 South Shore Blvd. White Bear Lake, MN 55110 429-5745 1977 MGB MKII Orange	Trewartha, Tom & Joyce 2725 Ensign Ave. North New Hope, MN 55427 544-4888 1980 MGB MKIV Orange	
Matson, Gordon & Sheila 2725 Shadow Wood Court Chaska, MN 55318 448-4248 1980 MGB MKIV Red	O'Brien, Cindy 1328 NE Lake St. Apt. #434 Hopkins, MN 55343 936-9355 1980 MGB MKIV Yellow	Shidla, Dan & Jeanette 10305 Morris Road Bloomington, MN 55437 831-0291 1977 MGB MKIV Maroon	Turnquist, Rodney & Esther 2009 120th Street West Rosemount, MN 55068 423-2411 1961 MGA 1600 Red	
McCormick, Jim & Laura 4190 Kaitlin Drive Vadnais Hts., MN 55127 429-2571 1974 MGA 1500 Red 1974 MGB MKIII Beige 1980 MGB MKIV White	Pasek, Michael & Robin 9741 Foley Blvd. NW Coon Rapids, MN 55433 786-8418 1977 Midget Blue	Snelling, Gregory 2300 West 93rd Street Bloomington, MN 55431 888-8968 1969 MGB MKII Red 1970 MGB MKII White 1980 MGB MKIV Orange		



**WE
ARE
THE
MINNESOTA
MG
GROUP!**



SEE YOU NEXT MONTH-ed.
Minnesota MG Group June 1993

Minnesota MG Group
Dave Stovall
155 Birmamwood Dr.
Mnmsville, MN 55337



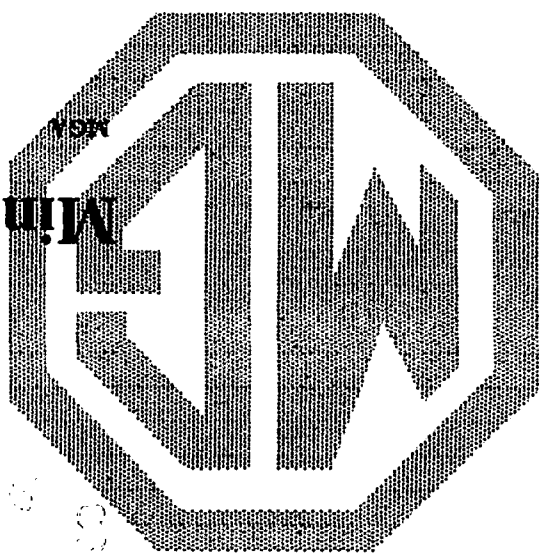
FIRST CLASS MAIL

Randy M. Byboth
2547 East Second Avenue
North St. Paul, MN 55109

93 PD

Midget MGB MGB MGB MGB

Minnesota MG Group



JUNE 19TH 10:00 AM
KEVIN & CAROL MAHONEY
HOST DRIVE & DINNER TO
FARIBAULT - SEE FRONT PAGE

