

The

Minnesota



NOVEMBER 2000

Group Gazette

*Hosted by Doug & Mary Madson*  
The Minnesota MG Group

# ANNUAL PLANNING MEETING

Saturday, November 4th  
9:30 a.m. to 2:30 p.m.

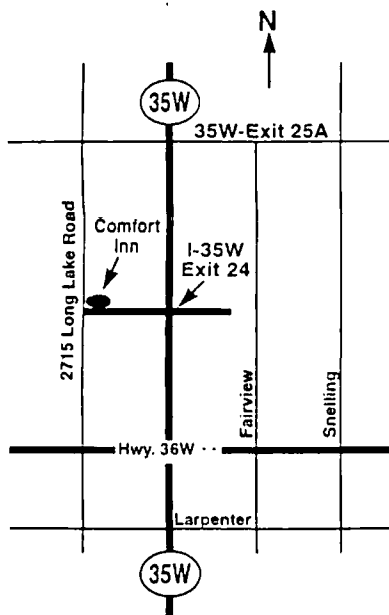
at the

**Comfort Inn**

2715 Long Lake Road

Roseville, MN

Phone (612) 636-5800



Mary and I will be hosting the MMGG Annual planning meeting at the Comfort Inn in Roseville on Saturday, November 4th starting at 9:30 a.m. In the morning session, the agenda includes a review of 2000 and planning for the 2001 monthly schedule. We will continue in the afternoon with election of new officers and a quick update on MG2001.

**Lunch Will Be Provided By The Madson's**

featuring

***Mary's Famous Sloppy Joes & Chips!***

Please RSVP by October 31 by calling my toll free office number at 1-888-253-0880.

Hope to see you there, but if you can't make it and have an idea or comment you want us to discuss please give me a call.

*Thanks for a Great Year!*

*Doug Madson*  
Year 2000 MMGG President

# UNIVERSITY MOTORS LTD

## WINTER STORAGE

Ask a dozen different MG owners how each of them stores his MG for the winter and you will receive a dozen different answers! Methods range from gross neglect – parking the MG under a tree in the front yard and walking away – to incredibly complex routines involving raising the MG off the ground and removing the seats! There is not a “proper” or “official” method as each owner has slightly different considerations and requirements – yet there ARE some basic rules to follow in any storage procedure. These rules will lessen the probability of damage during the winter. In addition to the normal precautions for sub-freezing storage, some thought must be given to location, access, traffic around the MG, humidity, rodents, etc. It is important to develop a plan you can follow easily and that you can implement before winter shows its Arctic fury.

### DAMAGE WE’VE WITNESSED

Damage during storage results from neglect or abuse – and we’ve seen it all! Cars stored without antifreeze resulted in cracked blocks and burst radiators and heaters. Old gasoline evaporating until giants blocks of hardened varnish knocked around the inside of the gas tanks; gasoline lines, fuel pumps, and carburetors plugged with the gooey residue of aged petrol. Dented fenders, cracked glass, perforated soft-tops caused by carelessness or accidents from adults and children. Corroded chrome, frozen brakes, scaly undercarriages, mildewed interiors, from damp storage inside or outside. But the damage from rodents is most pervasive – those nasty creatures burrow into the seats, the bonnet insulation, the interior – even the exhaust pipe. We have found nests in the boot, fender wells, pedal boxes, inside the heater box, on top of the gearbox, inside the air cleaners, in the folded tonneau ... nearly everywhere. . We disassembled an engine once to find a mouse nest INSIDE a cylinder!

### BASIC RULES

Freezing temperatures demand a 50/50 solution of antifreeze and water to prevent the coolant from freezing within the engine block, radiator, and heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, acidic, and contaminated oil. Topped off master cylinders reduces water contamination.

Immediately prior to storage, take the MG on the last run of the season to allow it to heat up fully. A half-hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until spring, it’s necessary to remove the battery so it can be protected from freezing. Should the battery burst, spewing and dripping sulphuric acid! If you cover the MG, use cloth, NEVER plastic!

Store the MG with the hood (soft-top) erected, windows and vents closed. Left folded (not erected), the soft top will develop nasty creases and shrink. Open vents and windows invite “small furry creatures” to foul or devour parts of the MG – and allows dirt and dust to sift into the interior. It is always nice to clean the MG’s interior prior to storage as discarded bottles, food wrappers, and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders. Discharge an entire can of WD-40 onto ALL the underbonnet components, especially the bright metal aluminium parts (carbs, coil, anti run-on valve, etc). Once the carrier has evaporated, the remaining film will act as a protective coating against air and moisture to keep the parts from rust and/or corrosion. Store the MG on a large sheet of plastic film to protect the undercarriage from the damp, which rises from a concrete floor.

### STORAGE CONSIDERATIONS

Consider the following to plan your own storage!

1) **Location** – Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside?

2) **Access** – Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter? Will you be able to charge the battery?

3) **Traffic** – Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?

4) **Humidity** – Will the storage area be very dry or will there be a lagoon of melting snow forever beneath the MG?

5) **Temperature** – Will the storage temperatures be room temp, just above freezing, or dead cold?

6) **Animals** – Will the family cat use the soft-top as a springboard? Will Spike jump against the fenders? Are there rodents that will use the MG as a hotel or find the leather seats tasty at mealtime?

7) **Owner Maintenance** – will you REALLY have the opportunity, inclination, time, and resolve to visit your MG?

### INSURANCE

Insurance, even on your stored MG, is a MUST! Always keep a theft/damage/vandalism/fire (comprehensive) policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG – or worse; and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

### SYSTEMS PROTECTION

1) **ENGINE** Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored longer, or if the humidity is high, the then

engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from an oil can). Before replacing the plugs, turn the engine over slowly -- by the crank in the earlier models, or pushing while in fourth gear -- as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb internals and the cylinder head. A closed exhaust also prevents mice from building a nest or storing winter provisions in the pipe!

**2) IGNITION** Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled. A small strip of paper, inserted between the contact points can slow the normal corrosion (don't forget to remove it before trying to start the car next season!).

**3) COOLING** The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

**4) FUEL** If the MG will be in storage for just the winter, then the full tank of gasoline perhaps with the addition of a can of "dry-gas" or Stabil will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a build-up of varnish would be wise. Here we have a predicament: gasoline purchased years ago lasted years; gasoline purchased today goes bad after a year or so -- therefore, if you do leave the tank full, it may be necessary to completely drain it if the storage time is longer than a year.

**5) CLUTCH** Two problems can occur in long term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis helps avoid these problems. Damp storage is a real problem with the clutch and can aggravate this rusting. If the MG can be started and driven, even for just a short fore and aft movement, the chance of a frozen clutch is nearly eliminated. Some owners tell me that they place a stick between the seat and the clutch pedal to hold the clutch disengaged during storage. This would aggravate any leak!

**6) SUSPENSION** Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter -- but if it is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This will keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10-15lbs. Whether on stands or on the ground, be certain to move the MG once or more during storage -- as little as a foot -- just to keep the bearings from rusting.

**7) BRAKES** Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from freezing

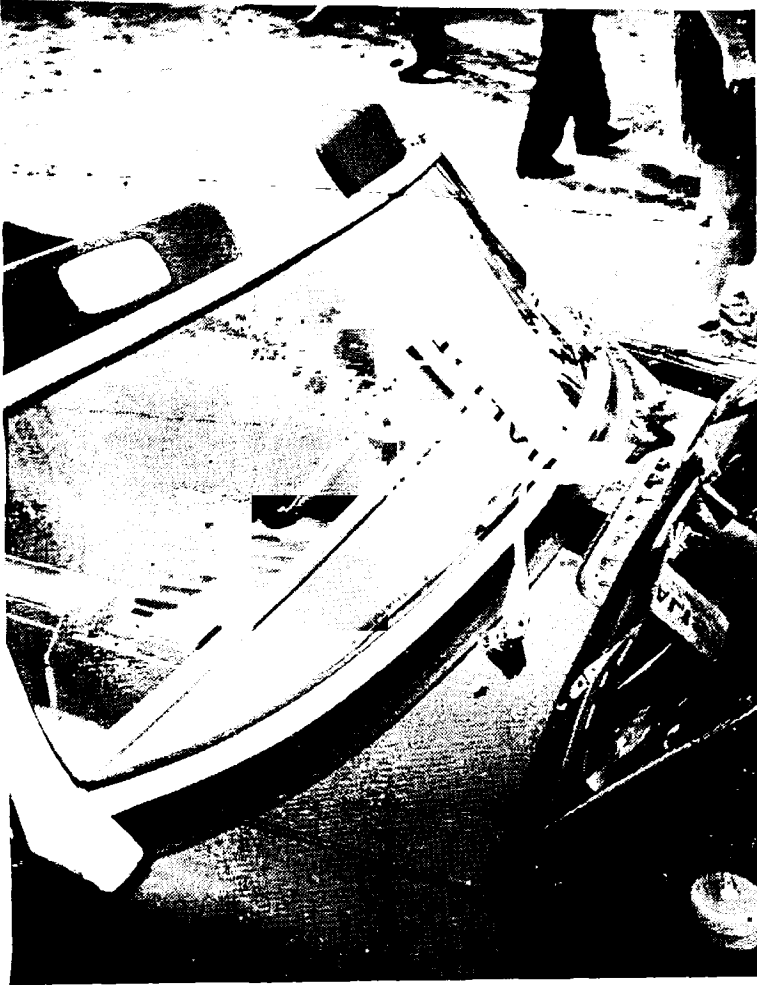
up. Some owners back off the adjusters so that there is no chance of the shoes rusting to the drums. This also allows the cylinders to move farther while the pedal is exercised. The handbrake should be exercised too. Rapidly working the handle can prevent the cable or linkages from freezing in position. Be certain to store the MG with the handbrake OFF!

**8) BATTERIES** No battery will hold its charge forever. Further, when battery is discharged, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it should be started as frequently as every month (garage door open please!) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge but the alternator should be disconnected before charging. On the MGBs 1977 and newer with the electric clock, remove the bottom fuse in the fusebox which will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

**9) BODY** To prevent oxidation or scratching, the MG should be covered with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitably supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from under the MG. If the storage is outside, then snow must be kept from piling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic the humidity from the cement or earth does not reach the underside of the MG. Now, huge plastic envelopes are available into which you may drive your MG, then close and seal -- a hermetically closed environment.

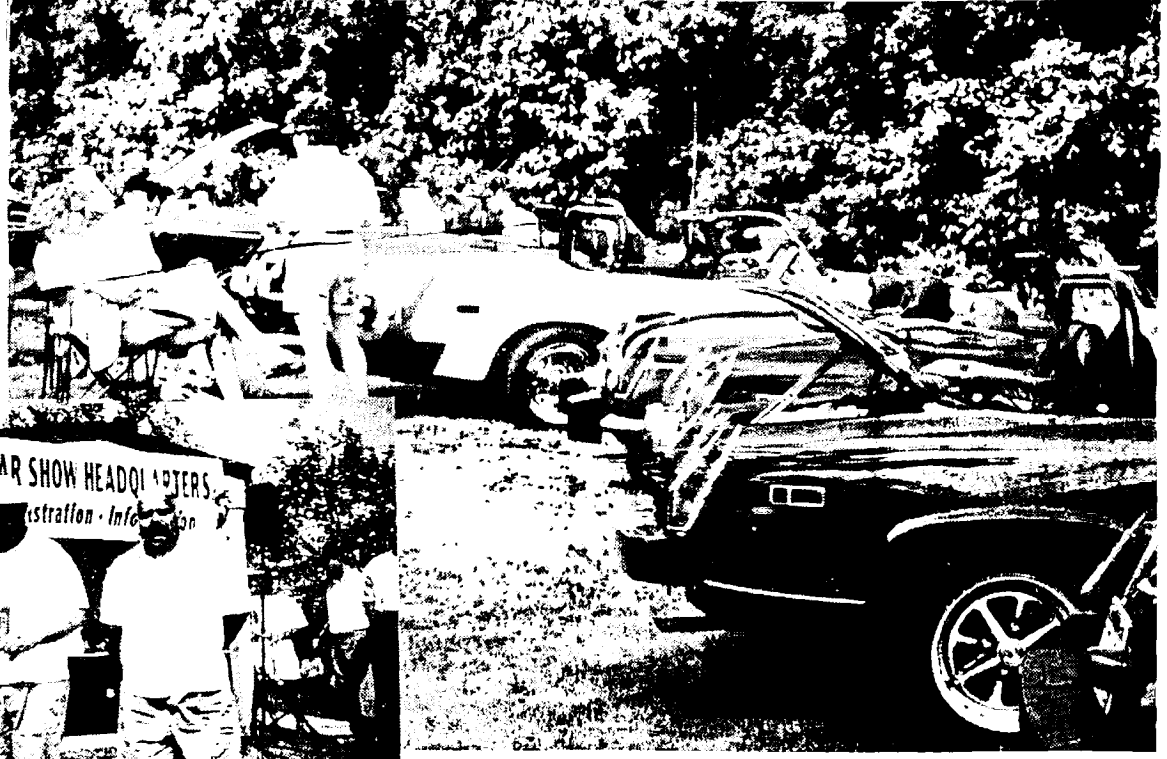
**10) INTERIOR** Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with Lexol or similar "Hide Food" to keep the hide supple. If there is a chance of rodents getting into the MG, they will nest in the seats, eat the carpeting, they'll event eat the insulation from the wiring! Close off access to the interior by keeping the vents tightly closed and the top up, windows closed. If there are small spaces through which Mr Mouse can gain access, close them off with tape or rags. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested naphthalene or the new paradichlorobenzene.

These hints will allow you to safely store your precious MG without great worry for it will be without great harm during the winter months!



This month's picture  
at Wheels and Wings  
were more than 1000  
kazillion people the  
perfect. Madson and  
finalist awards, two





e feature was taken  
at Osceola, WI. There  
collector cars and a  
re. The weather was  
Karnopp were given  
very, very nice cars.





# Buyers Guide

## MGB & MGB GT

### Overview

The MGB was introduced in late 1962 as a modern replacement for the swoopy, yet dated-looking MGA. The separate frame and body of the "A" had been replaced with a new unibody tub that was stronger, less flexible, and cost a lot less to produce. The plucky little BMC "B" series mill (trivia note: this engine was first used in the postwar Austin A40 Devon/Dorset saloons) had been punched out to 1800 cc and the rear end ratio boosted to 3.90. The MGB was a pleasant car with no real negatives in form or engineering and seemed to be a hit from the day it was shown.

The car was upgraded regularly along the way until 1968 when U.S. federal regulations required dubious and power-robbing smog gear and, ultimately, big shock-absorbing rubber bumpers at each end. Upgrades included overdrive, improved engine with five main bearings and a full synchro gearbox. The MGB GT was introduced in 1966. As one of the first "hatch-back" sports cars in the States (Ford's Pinto was inspired by the B-GT), the B-GT offered a solid roof, more headroom and usable luggage space in trade for occasional open-air motoring. The 1967 MGB is considered by many enthusiasts as the best - classic looks with the traditional flat dashboard, all of the upgrades except for the full synchro gearbox introduced on the 1968 model, yet none of the U.S. government requirements! Since that time, all pre-1974 cars have been exempted from smog regs so it is easy and legal to bring 1968 - 1973 MGBs to an earlier mechanical spec. The rubber-bumpered cars, built from mid-1974 'til they pulled the plug in 1980, were oddly adapted to American government standards to the point of raising the suspension to get the bumpers up to the required height.

I've noticed that MGBs have surprisingly vanished from the streets of Southern California over the last few years. Oh, you still see the occasional restored Sunday driver (driving on Sunday), or spy a tatty roadster hiding under a torn tarp, but the day of the daily driven "B" has disappeared before our very eyes. Where are all of those perky blonde college girls in tennis outfits driving the family heirloom and what happened to the those leftover Sixties Guys? Remember, they used to cruise the streets in "Bs" primed bonnet festooned with an RAF target logo and fastened to the car with leather straps - the tape deck always seemed to be blasting out the Grateful Dead or Jethro Tull. Gone forever - grown up, grown old and driving Z3s and sport utilities.

What has become of the MGB, the quintessential sixties British sports car? Could it be the scores that went overseas? I talked to Neil Jaffe at Chequered Flag International in Marina del Rey, California, who said: "Many were exported - the Japanese didn't like them but the Belgians and Dutch bought big. The Australians cleaned us out of the solid, bottom-end cars. Their import taxes are so high that it becomes a substantial tax savings to ship down a project car - wages are low enough to have a car restored professionally with the tax savings. Any good rolling restoration projects that are left are bringing impressive prices - \$4,000 to \$6,000 for any rust and damage-free cars."

The MGB is a tremendous value for the money," says Chequered Flag's Jaffe, "while there are near-show quality examples selling for over \$15,000, a very nice and daily driveable car can be purchased for between \$7,000 and \$10,000." The MGB is probably the easiest sports car in the world to maintain and restore. You can buy all of the bits and have them within days. Most parts are interchangeable from year to year, so many of the running upgrades like the five main bearing engines and later model full-synchro gearboxes will bolt into place. Most of all, the MGB is fun and comfortable to drive and once sorted, they are pretty much bulletproof as long as one understands that he is driving a "vintage" type of car. Neil adds: "There is plenty of room for a tall driver - one who couldn't comfortably fit into an E-Type."

**Good Points**  
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**Bad Points**  
 As always, look for serious rust and poorly repaired body damage. The MGB has a monocoque body so rust repair can be complex and expensive. Rubber-bumpered cars still have to go through rigid and comprehensive smog tests in some states. If you are considering a rubber-bumpered car remember that replacing any missing smog gear will be required by law and can cost well over \$1000. Price your purchase accordingly.

**Comments on Values**  
 We could break up the list by year, but chrome bumper (1963-1974) models, much like other mass-produced BMC collector cars, are all pretty much the same and should be valued on condition and the quality of work performed. Pre-1967 chrome-bumper cars are valued more highly than later cars due to the changes in dash board and seat styles made to adhere to U.S. safety regs. A pristine original will always bring top dollar, but once a car has been restored, well-done period-correct modifications become less important to the value. Rubber-bumpered cars still look good, are fun to drive and can be reasonably dependable. The value will trail a comparable chrome-bumpered car by at least a couple of thousand dollars.

Neil Jaffe reminds us that, "What has kept prices in check is a reduction in demand. Much of the general public, non-enthusiast interest in sports cars has shifted to near-new cars. There are many convertibles and roadsters to choose from today and older British cars are perceived as unreasonably fragile and fussy. Americans do love warranties and mechanical insurance."

The MGB will be collected by enthusiasts who can look beyond warranties and find value in steel and leather over plastic toys with simulated old-world details, no matter how undependable they might be. The top end is hard to determine. There have been recent auction sales of real nice cars that have been in the \$17,000 to over \$20,000 level and Classic Showcase, a restoration shop in the San Diego area, has developed a market for about two dozen, very well-done \$25,000-plus MGB roadster restorations each year.

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Model	Class E	Class D	Class C	Class B	Class A
Roadster 1963-1967	\$4,000	\$6,000	\$10,000	\$15,000	\$25,000
Roadster 1968-1974 chrome bumper	3,000	5,000	9,000	14,000	20,000
Roadster 1974-1980 rubber bumper	1,000	2,500	4,500	7,000	10,000
MGB GT 1966-1974	2,500	3,500	7,000	9,500	12,000

**Definitions of Conditions by Class:**  
 A - Completely restored to showroom condition or better, 95-100 point top award-winning car. Very few cars will meet this standard. Not driven since restoration.  
 B - Excellent restoration to non-original specifications or good older restoration. Non-concerns but will do well in popular choice votes and is safe for long tours.  
 C - Good recreational driving car, very clean unrestored original or good amateur restoration. From 20 feet away, looks like a show car, but may have superficial flaws.  
 D - Running car with good body and most original components. May need work on some major parts (e.g. respray or engine rebuild) as well as significant detailing work.  
 E - Project car with all components and most details intact, limited rust or structural damage, but needing extensive restoration before being usable.

Rick Feibusch



Our Club has restocked the regalia inventory. Jim Lymburn now has an ample supply of the very attractive MG 2001 shirts plus our regular assortment of MN MG shirts, cup holders and other regalia. In addition, the club has attractive grill badges on order for delivery in October.

See Jim at ~~Wheels and Wings~~ or call him direct to place an order - 612-780-9241.

Shirts sizes include medium, large, extra large and XX-large. Prices remain the same as earlier this year. All sizes will be at ~~Wheels and Wings~~ **THE ANNUAL MEETING**.

Grill badges include our Club name and logo and are made from an attractive porcelain - an easy way to clearly identify our Club at upcoming events this year and next. These badges will look the same as ones you've seen on other club member cars.

## MG Regalia

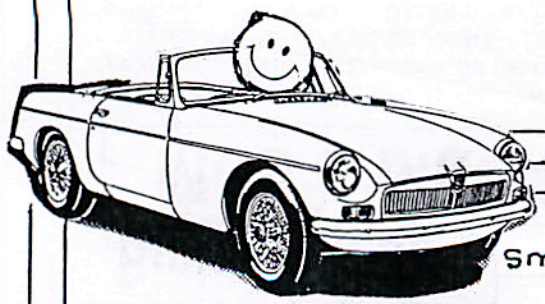


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SMILE & BE HAPPY ALWAYS!

55345-4711 02

