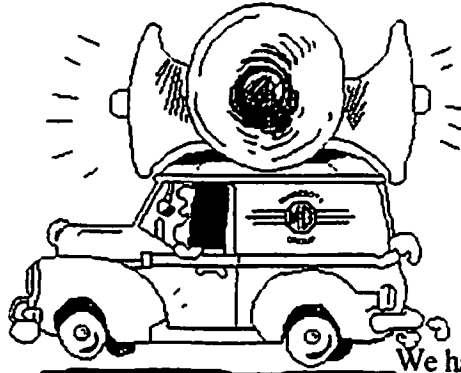


The Minnesota MG Group Gazette

The Official Monthly Newsletter of the Minnesota MG Group

April 1993

Spring



It's Last!

well, the calendar says it is, even if the weather doesn't always agree

For those of you that missed our Kick Off Brunch at Toby's On the Lake, we had a great turn out! We welcomed many new faces and reacquainted ourselves with familiar friends. We have enthusiastic new members this year and look forward to seeing everyone again at future events. We discussed the calendar of events for the upcoming season and it's going to be an action packed year with fun for everyone. All in all, the food was great and the company was even better. It looks like it's going to be a fun year, so dust off those MG's and start your engines.

Pat Karnopp

At the Spring Kick Off Brunch this year, someone asked me what is involved in hosting one of the MMGG events. Thinking on my feet, I answered the question as best I could; however, here are some additional details which may be of interest.

Most of the events are tailored toward family activities using our MG's such as, Drive & Dinner, Picnics, Car Shows, Drive & Tour Local Attractions, MG Tech Sessions, Hare & Hound, Road Rally, and events with other British Car Clubs.

The hosts that are planning the event must make the necessary arrangements and reservations such as planning a route for the drive involves making a practice run some time before the event and possibly making a map for those of us who have no sense of direction. Hosts in the past have generated quizzes with questions about the local attractions seen on the drive. The quizzes have been fun for both the driver and navigator.

If the event has a picnic scheduled at a city or county park, a reservation or permit may be required. If the event is a dinner at a local restaurant, reservations will need to be made to accommodate the group. Members have also hosted events at their homes which have always been successful and memorable.

We have had various activities for members such as a touring quiz, identify the MG part, Tech Tips, and entertainment. All the expenses incurred for hosting an event will be paid for by the MMGG Treasury. The club tries to average around \$50.00 per event. The hosts are not expected to pay to fund any part of the event. Hosting an event is the best way to meet your fellow MMGG Members.

Roger Karnopp

A very BIG thank you to Roger and Pat Karnopp (and Kelly) for hosting our first event of 1993, the Minnesota MG Group Spring Kick - Off Brunch at Toby's on the Lake.

For those of you who were unable to attend this year's Spring Kick-Off Brunch, you missed out on some good times, great food, and some interesting MG stories.

We had approximately 40 members and their families, including several new and perspective members in attendance.

I'd like to take this opportunity to welcome two new members. Victor Moose who owns a white 59 MGA with a fascinating history, that you'll have to ask him about it when you meet him, and Michael Vang who owns a white 69 Midget. Gee guys, don't drive 'em in the winter, you'll never find 'em in the snow.

Not only was it encouraging to see so many new faces in the group, since the weather was cooperating, three of our four marques were represented out in the parking lot as well. Jon Carlson's MGA (does he ever NOT drive it), two B's, Mark Brandow's wife Elaine's MGBGT all the way from Minnetrista, and a Midget (with the top down no less).

All in all, a good time was had by all who attended, and we have several event hosts lined up for the years upcoming events. Remember, it's not too late to become a member of the MMGG. Fill out the application on page 4, send it in with \$20 and you too can be a member of the largest MG club in the state. **THE MINNESOTA MG GROUP!**

Dave Stovall



1993 MINNESOTA MG GROUP DIRECTORY

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MEMBER APPLICATION & RENEWAL

Membership dues are \$20 per member/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.



Hello Minnesota MG Group Members. Our 1993 calendar as follows is tentatively planned. We need your help and support in organizing and hosting these events to make them successful. I invite and encourage all of you to get involved during 1993. **GET MORE OUT OF THE CLUB BY BEING INVOLVED, VOLUNTEER TO HOST AN EVENT.** Contact Roger Karnopp at 454-1379, if you're interested in hosting a 1993 MMGG event.

Minnesota MG Group April 1993

Apr. 17 Spring Tech Session Hosted by John & Cindy Eaton.

May 22 British Car Picnic HOST NEEDED

June 19 Drive and Dinner hosted by Kevin & Carol Mahoney.

July 18 Sauk Rapids Picnic hosted by Doug & Mary Madson.

Aug. 15 Flying Cloud Airport Museum Tour hosted by Jim & Joleen Lymburn, and Mike & Pam Funck.

Sept. 11 Wheels & Wings Ken Merrill & Al Schmidt.

Oct. 9 Fall Color Tour Elmo & Darlene Amundson

Jan. 15 Holiday Party HOST NEEDED !!

MMGG 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 - Rear body clip for 62-80 MGB. Good shape. Brian Buchmayer 770-9614.(ma)

For Sale - Midget dashboard, like new. \$50. Jim Anderson (507) 234-6691.(ma)

For Sale - 72 Midget. Mustard yellow, black int., chrome bumpers, Rostyle wheels. 50,000 orig. miles. very minor rust. Newer clutch, starter, and tires. Runs great uses no oil. \$3500 OBO. Ron Julias. (507) 282-3412 after 8PM.(ma)

For Sale - Hardtop. Fits 62-80 MGB. Fiberglass reinforced plastic. Quick installation. \$300. Al Kelsey 891-3452.(mam)

Wanted - Wire wheel set up for Midget. 4-5 goodwheels. front hubs, rear axles, knock-offs. etc. Jim Anderson (507) 234-6691.(mam)

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

MG Marketplace

FOR SALE: Liquidating Sprite SCCA Production and .sc. Sprite parts. 948 eng. parts, new & used. New slicks & rains. Ribcase gearbox. Misc. wheels, radiators, susp. parts some body & glass, etc. John 476-6005 or Phil 866-8843. (amj).

Normally ads are \$5 for non members, but this turned into an article, and one of the saddest I've heard in a long time so, this one's on me Chuck - (ed.)

FOR SALE: Years & years ago, 1965 to be exact, this portable parts platform left England as a MGB. Time and tons of road salt have taken their toll, and she is only a shadow of her former glory. She is no longer road worthy or restorable, but she is a tremendous rolling collection of original parts. Currently she has a 1964 3 main bearing engine and transmission for running gear. And yes she does run! Every year with the noblest of intentions, I'd start her up and drive her out and back into her stall. Unfortunately, I have come to the realization that she is too far gone to salvage and I must bid her farewell. (Actually, it's the other female in my life who has finally put her little foot down and forced me to say goodbye to my British Belle!!)

Her original 5 main bearing engine and transmission are part of the package, as are 6 wire wheels, 2 full sets of gauges (1 set from 1964 and the instruments in the 65 dash), 2 SU carbs, 1 front brake rotor and caliper, extra Armstrong shocks, 4 brand new Firestone BR78X14 radial tires, 2 trunk lids, radio & speaker, other parts and pieces that haven't seen the light of day for 10 years! And a bunch of sheet metal from Moss Motors - including floor pans and sill parts. Everything was stored inside since she was taken off the road. (Nothing was too good for my Belle.) I really don't want to bother with selling bit by bit so the first \$2400 takes it all! I've been told by those who know this is an excellent deal. So bring your trailer and we'll drive her on, pile on the rest of the parts and I'll have a good cry. Call Chuck at 828-9126 (days)

of 835-5673 (eves.) and take home the parts bonanza I used to call sweetheart. (see what I mean? -ed)

FOR SALE: I have the following parts for sale to fit a 72 MGB-GT, \$1000 OBO for all.

2 chrome air filter covers, 2 std. air filters & covers, ash tray, back seat, misc. hardware, misc. chrome trim, clutch, brake & accel. pedals, console door, dash knobs, defroster ducts & hoses, 2 doors with all glass and hardware, drive shaft, emergency brake hand lever, front bumper, fuel pump (broken), fuse box, gas filler neck, fuel gauge sending unit, tinted windshield glass, hatchback glass, wing window glass, rear quarter glass, door glass, glove box door, hood, inside window handle, interior door panel, interior trim, (misc. pieces), 2 leaf springs, amber marker lights, radiator fan, complete rear axle, rear hatch with hardware and glass, rear view mirror, steering column, 2 sun visors, windshield wiper arms. Please call Ken Roy (H) 612-770-2757 or (W) 612-733-4024.

University Motors Trip Planning Meeting

There will be a group meeting for sharing ideas and planning for the Grand Rapids caravan trip to University Motors Summer Party on April 23rd, at 7:30 PM at Al & Sharon Kelsey's (15942 Harmony Way Court, Apple Valley). We will be talking about the trip schedule, route, points of interest enroute, support vehicle, lodging, etc. It's not too late to join the group and be part of making the plans.



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Minnesota MG Group April 1993

1992 Treasurer's Report 1-1-90 Through 12-31-92

Category Description	1990	1991	1992
Income			
Assoc. Memberships	66.00	60.00	102.00
Badge Sales	81.00	304.00	36.00
Embroidered Sales	211.00	0.00	47.00
Full Memberships	1,820.00	1,640.00	1,660.00
Newsletter Ads	50.00	40.00	0.00
Shirt Sales	40.00	74.00	13.00
Total Income	2,268.00	2,118.00	1,858.00
Expenses			
Ad Expense	136.05	175.20	96.06
Badges	780.00	6.00	0.00
Bank Service Charge	19.40	56.13	62.39
Ceramic Costs	0.00	0.00	156.00
Check Printing Fee	9.00	0.00	0.00
Christmas Party	0.00	231.34	125.00
Club Entertainment	0.00	0.00	140.00
Club Improvements	0.00	137.82	0.00
Embroidery Costs	921.64	0.00	0.00
Food at Meetings	81.00	182.46	273.60
General Office Expense	0.00	0.00	58.22
Meeting Expense	0.00	0.00	155.00
Membership Packet	0.00	32.95	0.00
Postage	235.00	487.00	502.34
Printing Expenses	195.00	208.35	348.17
Prizes	35.00	98.86	0.00
Expenses - Other	0.00	0.00	0.00
Total Expenses	2,412.09	1,616.11	1,916.78
Total Income/Expense	-144.09	501.89	-58.78

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
<i>Make Check Payable To:</i>		<i>Mail Check To:</i>
Minnesota MG Group		Alan Kelsey 15942 Harmony Way Court Apple Valley MN 55124

C.C. vs C.I.D.

John Eaton - Technical Editor

A couple of years ago while rebuilding the motor in the MGA, I got to wondering how much boring the cylinders to accept +.030" over pistons, would increase the displacement of my previously standard 1600 motor. As you probably know, a standard 1600 motor actually displaces 1588 cubic centimeters. One evening my curiosity got the best of me and I found myself crunching numbers until I finally arrived at a formula for determining engine displacement.

It's very straight forward, and if you don't know it already, here it is. First a few facts:

1.) The area of a circle= pi times the radius squared.

2.) pi=3.1415926

3.) R=Radius=1/2 cylinder bore diameter.

4.) Volume of a cylinder= pi times R squared times the height of the cylinder.

5.) Height = Stroke =piston travel (one way)

6.) 1 cubic centimeter = .0610237 cubic inches.

7.) Stroke for all MGA & MGB motors 3.5"

And now, the formula..

Cubic Inch Displacement (C.I.D.) equals

$$\left(\frac{\text{Bore}}{2}\right)^2 \times \pi \times \text{stroke} \times \# \text{ of cylinders.}$$

Cubic centimeter displacement (C.C.D.), equals the same formula above, but then divide the whole thing by .0610237.

For example, a standard MGA 1600 motor, using the formula above, is 1587.26 C.C.D. Hmm, 1587.26, why did they round it up to 1588?

Now let's see what a .030" overbore does. Standard bore is 2.968 add .030 to that and get 2.998. Once again using the formula above, it comes out to 98.828 cubic inches or a whopping 1619.5061 CC's! WOW that's almost a MKII! Just so you don't have to do this, here are the calculations for all MGA & MGB motors from standard to .060" over

C.C. vs C.I.D. cont.

MGA 1500	Bore Dia.	C.I.D.	C.C.
Std.	2.875"	90.885	1489.34
+010	2.885"	91.519	1499.72
+020	2.895"	92.154	1510.14
+030	2.905"	92.792	1520.59
+040	2.915"	93.432	1531.08
+060	2.935"	94.718	1552.16

MGA 1600	Bore Dia.	C.I.D.	C.C.
Std.	2.968"	96.860	1587.26
+010	2.978"	97.514	1597.97
+020	2.988"	98.170	1608.72
+030	2.998"	98.828	1619.51
+040	3.008"	99.489	1630.33
+060	3.028"	100.816	1652.08

MGA MKII	Bore Dia.	C.I.D.	C.C.
Std.	3.000"	98.960	1621.67
+010	3.010"	99.621	1632.50
+020	3.020"	100.284	1643.36
+030	3.030"	100.949	1654.26
+040	3.040"	101.617	1665.20
+060	3.060"	102.958	1687.18

MGB	Bore Dia.	C.I.D.	C.C.
Std.	3.160"	109.797	1799.26
+010	3.170"	110.493	1810.66
+020	3.180"	111.192	1822.11
+030	3.190"	111.892	1833.58
+040	3.200"	112.595	1845.10
+060	3.220"	114.007	1868.23

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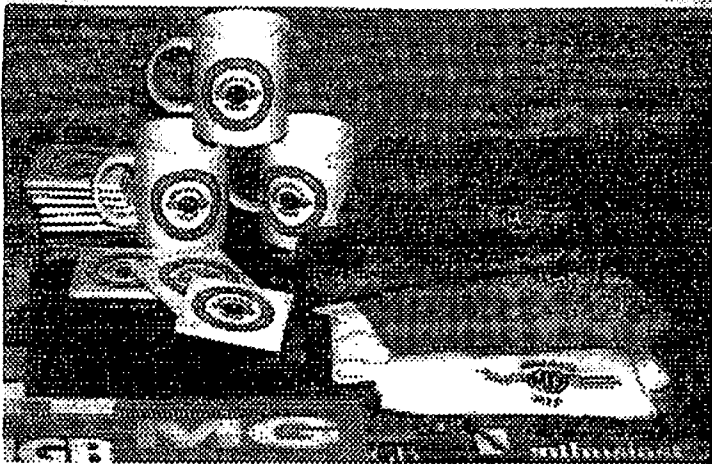
Minnesota MG Group April 1993

REGALIA

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.



Wouldn't this space look better with an article or photo sent in by you? Tell us how you came to own the most popular sports car in history...MG. We need your stories. (ed.)

Minnesota MG Group April 1993

Around The Bend

Some up-coming events from various car clubs.

APRIL 17 - John & Cindy Eaton host a Tech Session at Quality Coaches.

WHAT: 6TH ANNUAL MMGG TECH SESSION

WHEN: SATURDAY APRIL 17 AT 10:30 AM

WHERE: QUALITY COACHES 20 W. 38th ST. 38th & Nicollet Mpls. 824-4155

WHY: CHOOSE ONE:

There seems to be nothing better to do.

It was either this or wash windows,

My supply of greasy clothes is running low,

I have a burning desire to learn more about MG's.

As Peter Eagan once said, MG's are a great device for the prevention of cobwebs in your tool box. But then if you own a MG I'm sure you already know that. Having owned a MG or two over more years than I care to remember, I can say that as far as I'm concerned, the most important tools when working on MG's are a good attitude and a better than average sense of humor. If you enjoy working on your MG and really look forward to those mysterious, logic defying problems that MG's are so noted for...well there's probably a little something wrong with you. But don't despair, there are others with the same problem. You could look at this tech session maybe as some kind of group therapy; or not.

Nonetheless, whatever your mental state, this tech session will be a great opportunity to learn more about transmissions in particular and any other tech topics you might care to bring up. Or if you just like hanging around kicking tires and looking at all sorts of really cool old British sports cars, this is your opportunity. Hot dogs and pop will be provided.

APRIL 23, 24, 25 - The first annual Auto Restoration and Collectors Show at the Minneapolis Convention Center. Over 100,000 square feet of antique and collectable cars, street rods, parts, vendors, demonstrations, and services. DON'T MISS IT!

Cabin Fever

Not to be confused with "Jungle Fever"

Dave Stovall

After attending The Kelsey's Tech Session, I can't believe how much I want to get my Midget out of storage and drive it. Even though I've lived in Minnesota for over 14 years, this winter has been the worst. Not just for the weather, but I believe I now know the true meaning of the term "Cabin Fever. I miss going out to the garage to "escape." I miss the smell of fresh wax and Armor All. I even miss the fresh oil stain on my garage floor.

While cooped up in the house, reading back issues of various British car magazines and service manuals, (which probably doesn't help my longing to drive and work on my Midget), I came upon a few "British" terms that peaked my curiosity. Some were easy to figure out, some weren't. After some research, I finally figured them out. I thought, why not share this my fellow club members, so I came up with a little trivia test, to see just how much "British" you "think" you know. Match the following English words with their American equivalents. Some are car related, some are not.

Bobby	<i>sausage</i>
dynamo	<i>burr from cutting, drilling</i>
joint washer	<i>ground</i>
bo	<i>pilot bearing</i>
trafficator	<i>fender</i>
spigot bearing	<i>toilet</i>
earth	<i>gasket</i>
wing	<i>generator</i>
fraze	<i>directional light on dash</i>
banger	<i>policeman</i>

If those were too easy for you to figure out, I have a bonus question for you. What is the meaning of the following English expression?

"Shouting for Huey."

Answers in next month's Gazette.

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 Q 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

Find the following words in the above scramble. They can be horizontal vertical diagonal and even backwards.

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

Answers in next month's Gazette.

Cars and Stars

Paul Brand, host of KSTP 1500 Talk Radio's "Auto Talk", spoke to a group of over 100 who gathered at the Metrodome Hilton Saturday March 27th for the Minnesota Triumphs Inter-Marque Dinner. As guest speaker of the evening, Mr. Brand delighted the crowd with tales of his days with the Group 44 Racing Team. He also spoke of his long time friend and other "notable" in attendance, a former professional stock car driver, who now owns Archer Classic Cars, Bobby Archer. Bobby brought three cars down from his Duluth dealership for all to admire.

On display were a '77 MGB, a '76 TR6 with 16,000 original miles, and a rare 1968 TR 250, that was produced for only one year. All were beautifully restored. Also on display was a Lotus powered Arkley Sprite owned by Mark Brandow of Quality Coaches. Several vendors also had displays set up as did a few of the Twin Cities British Car Clubs.

The MMGG had seventeen members in attendance.

Minnesota MG Group April 1993

THE MOTHER OF ALL TROUBLES

I've been told that the cause of electrical troubles in integrated circuits has finally been discovered - it's smoke. Smoke is the thing that makes ICs work, because every time you let smoke out of an IC, it stops working.

Of course! Smoke makes all electrical things work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your car. When that harness springs a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly. That's why the wire going to it is so big.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electronics more likely to leak than, say, Bosch, earning Lord Lucas the sobriquet, Prince of Darkness?

Aha! Lucas is British: things British always leak. British convertible tops leak water; British engines leak oil; British displacer units leak hydrostatic fluid; British tires leak air - and British governments leak secrets. So naturally British electronics leak smoke: it just goes with the territory.

Sure makes electronics easier to understand!

New Hope For The MG America Loved Last - The MGB

BY PETER EGAN - ROAD & TRACK

Here you are, owner of a 1968- 1973 MGB, mourning the fate of your car. Oil changes and tune-ups have kept the engine running, the engine runs fine, the all-synchro gearbox is still good, the brakes stop, the shocks damp and the steering steers.

Unfortunately, all these components are bolted onto a rusted-out body. Heroic efforts, welding and new steel panels—have probably kept the car on the road for a while, but one day you are forced to admit

that nothing solid remains to which panels can be welded. You look at your faithful MGB and realize that what you have in your garage is essentially, a parts car. So you strip off the valuable pieces and send the chassis to the crusher. Your old MG, with its history, title and registration numbers, is gone forever.

With more than a half-million MGB's produced from 1962 through 1980 and 130,000 of those cars still registered in the US, this has become a common scenario and a sad end to more than a few of these cars. So sad, in fact, that two Englishmen, Peter Mitchell and David Bishop, finally decided to do something about it. They discovered that about 1000 tons of original MG factory press dies and assembly jigs were still around. With the growing worldwide interest in the restoration of old MGB's, why not (they asked) revive production of the original body shells?

That's just what they did. Forming British Motor Heritage in co-operation with Rover Group, the old tools were uncrated and refurbished, an assembly line was laid out at Faringdon in Oxfordshire, workers were hired (many from the old MG days), and new body shells began rolling off the line, those for export complete with doors, hood, fenders and trunk lid. The result was not a replica body, but an exact replacement for the original, built on the factory equipment, to factory standards, right down to the grade of steel and the type and number of welds.

To publicize the new American version, BMH imported a tired old 1972 MGB from the US, used it as a parts (and title) donor for a new BMH bodyshell and had a crew of four work around the clock to reconstruct a new car in just 16 days. They then air-freighted the MG to New York and drove it 3000 miles from coast to coast. This new/old MGB was left as a demonstrator with Moss Motors Ltd. in Goleta, California. Moss is a specialist

supplier of MG and other British parts, and a designated BMH dealer.

Ken Smith, public relations coordinator at Moss, invited us to borrow the red car for a road test, so I flew up to Santa Barbara, just south of Goleta. Smith picked me up at the airport in his own MGB and gave me a tour of the Moss facility, whose vast warehouse of British parts is enough to arouse latent kleptomania in the average English car buff. At the far end of the warehouse were stacked 12 new BMH body shells in gray primer. We wheeled one out into the sunlight for a better look.

Still a lovely shape after all these years, the complete shell sells for \$3995 in the US. It is intended as a replacement for the chrome-bumpered (pre-rubber-nosed) cars built from 1968 through 1973, though owners of pre-1968 cars have reported that the earlier transmission and starter can be installed with minor modification (a few well-placed hammer blows) to the transmission tunnel. All chassis are coated with electrophoretically applied primer, and all holes are drilled, except those for the trim strip on the door, which has to be aligned after final door hinge adjustment.

The bodyshell looks so clean and immaculate that it's hard to imagine anyone transferring worn or dirty pans from an old donor car. The natural instinct will be to refurbish the old parts and buy a lot of new ones—an instinct on which both Moss and Rover Group are counting.

The British Motor Heritage car we tested was assembled by the MG specialist firm of Brown & Gammons in England. The car has chrome bumpers, two SU carburetors, an all-synchro 4-speed transmission with overdrive, chrome wire wheels, a Moto Lita steering wheel, flawless red paint, and a Moss black leather interior with red piping. The engine is a stock 1.8 liter unit, except for a mild street grind on the cam. The detailing

of hoses, lines and ancillary items in the engine compartment is of show quality.

On the drive down the coast to Newport Beach, the car's mechanical integrity proved to be as good as its appearance. While I've never driven a brand new MGB (being on my third used one), the BMH car feels as if I imagine a show room new 1972 MGB must have felt. New Armstrong lever dampers, taught steering, fresh springs and new suspension bushings, all work to accentuate the traditional, basic charm of the MGB, which is a feeling of solidness and mechanical honesty. Ride is excellent over a variety of road surfaces, not quite as harsh or stiff as our shorter wheel base Miata, which drew many natural comparisons from the staff during our test. Steering is slightly heavy by current standards, but with good road feel through the wheel. In hard cornering the car initially exhibits a fair amount of body roll, then takes a set and motors through predictably, with mild understeer. Grip is good with the Uniroyal Rallye 185 70HR-14 tires, the car generating a creditable 0.08g of lateral load on the skid pad.

One of the most pleasant aspects of the BMH car is its overdrive. Flick the wiper stalk toward you in 3rd or 4th gear and the Lavcock de Normanville overdrive unit gently shifts up, dropping highway revs to a less hectic level. In 4th gear at 65 m.p.h., the tach falls from 3400 r.p.m. to about 2700 and the relaxation factor in losing those 700 revs is astounding. The BMH MGB drones along without commotion at 75 m.p.h., while my own 1973 roadster, without overdrive, sounds as if it's consuming its innards at that speed.

Instruments are nicely laid out, with round faces. All visible through the steering-wheel rim, with a rectangular oil-pressure gauge in the center.

Continued next page.

MGB Cont.

Passenger leg room is so good that short people can't reach the end of the footwell, while the driver's side is about right for this 6 foot 1 inch driver with the seat all the way back, at full rear tilt.

With the top up, the windshield seems rather short, and you have the sense of driving along with a cap pulled down low over your eyes. Visors are almost redundant. Rotating heater controls are the usual stiff, dumb design, and they often work when they are new. These did.

Cold starting is done with the locking choke cable fully pulled, and the knob has to be eased in by stages until the engine is warm. While acceleration is leisurely by modern standards (0-60 m.p.h. in 12.8 seconds), the engine accelerates with a pleasant deep, mellow note. Midrange torque is excellent, giving the car real-world driveability in traffic maneuvers. Brakes are medium good, if not world class stoppers, requiring more leg muscle than most current cars.

Everyone on the staff who drove the MGB was impressed and charmed by it, and more than one found himself wondering if a new/used MGB might not be a rational alternative to a brand-new current sports car. Combine a rusty, used MGB with a new \$3995 British Motor Heritage bodyshell, and you have a project starting point of around \$5500.

With paint, wheels, top, tires, chrome, interior kit, a drive train rebuild and a few careless moments with the Shiny New Parts Catalog, it's not hard to imagine that an owner could spend another \$ 10,000 completing the project, not to mention some long hours of labor.

Which makes the brand-new rebuilt MGB—
Minnesota MG Group April 1993

as several people have pointed out—about as expensive as a new Miata. Neither car, however, is really a replacement for the other. A Miata is a modern, competent sports car that you can buy now and drive hard with little need for hands-on mechanical involvement. A British Motor Heritage MGB is a labor of love that just happens to work quite nicely as an automobile. It is also a sports car whose character and subtle charms have to be experienced before you can understand why so many people have worked with such enthusiasm to save it.

British Motor Heritage MGB

0-60 mph.....	12.8 seconds
0-1/4 mile	19.0 seconds
Top Speed	105 m.p.h.
Skidpad	0.8g
Slalom	na
Brake Rating	average

PRICE

List Price for Bodyshell	\$3995
Price as Tested	\$12,000-\$20,000

Price as tested will vary greatly depending on the level of restoration you choose and how much of the work you do yourself.

ENGINE

Type	O.H.V. inline-4
Displacement	111 c.i.d./1798 c.c.
Bore x Stroke	3.16 x 3.50 in 80.3 x 89.0mm.
Compression ratio.....	8.8:1
Horsepower(SAE)92 bhp @ 5400 rpm	
Torque	110 lb-ft @ 3000 rpm
Maximum engine speed	6000 rpm
Fuel injection	two (1V) SU carbs.
Fuel	prem. leaded, 91 pump octane

GENERAL DATA

Curb Weight	2305 lbs.
Test Weight	2450 lbs.
weight dist, f/r,%	51/49
Wheelbase	91.0 in.
Track, f/r/	49.3 in./49.3 in.
Length	152.7 in.
Width	59.9 in.
Height	49.8 in.
Trunk Space	2.9 cu. ft.

DRIVETRAIN

Transmission 4 speed manual with OD

Gear	Ratio	Overall Ratio	(Rpm) Mph
1st	3.44:1	13.45:1	31
2nd	2.17:1	8.48:1	50
3rd	1.38:1	5.40:1	78
4th	1.00:1	3.91:1	(5835)97
4th OD ..	1.00:1	3.13:1	(4670)105
Overdrive Ratio		0.80:1	
Final Drive Ratio		3.91:1	
Engine RPM @ 60mph in 4thOD		2670	

CHASSIS & BODY

Layout	Front Engine Rear Drive
Body/ Frame	unit steel
Brakes, f/r	10.8 in. discs/10.0x 1.7 in. drums, vacuum assist
Wheels	Wire Spoke, 14x4-1/2J
Tires	Uniroyal Rallye: 340/70, 185/70HR-14
Steering	Rack & Pinion
Turns, lock to lock	2.9
Suspension, f/r	upper & lower A arms, coil springs, lever shocks, anti roll bar/live axle, leaf springs, lever shocks.

ACCELERATION

Time to speed	Seconds
0-30 mph	4.3
0-60 mph	12.8
0-80 mph	24.0

Time to distance	Seconds
0-100 ft.	3.8
0-500 ft.	10.3
0-1320 ft. (1/4 mile)	19.0@72.5 mph

BRAKING

Minimum stopping distance

From 60 mph	170 ft.
From 80 mph	300 ft.

Control	very good
Pedal Effort for 0.5g stop	35 lbs.
Fade, effort after six 0.5g stops from 60 mph	45 lbs.
Brake feel	very good
Overall brake rating	average

FUEL ECONOMY

Normal driving	est. 25.0 mpg
EPA city/hwy.	na
Fuel capacity	12.0 gal.

HANDLING

Lateral Accel (200 ft. skidpad)	0.80g
Balance	moderate understeer
Speed thru 700 ft. slalom	na
Balance thru slalom	na

INTERIOR NOISE

Idle in neutral	63 dBA
Constant 70 mph	83 dBA

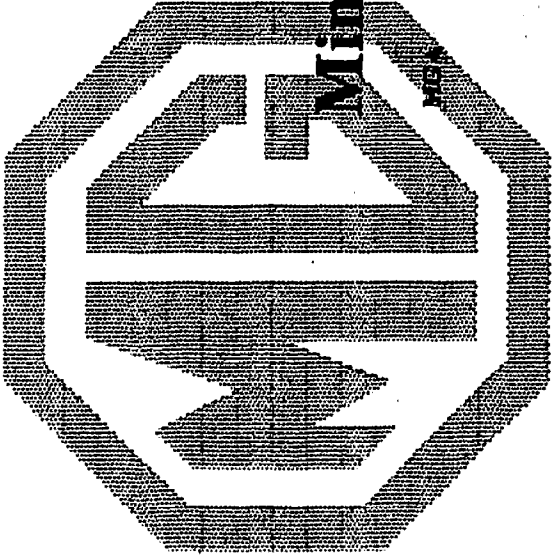
Subjective ratings consist of excellent, very good, good, average, and poor. NA means information is not available.

TEST NOTES

Dropping the clutch for out timed acceleration runs brings a brief chirp from the tires and usable power up to about 5000 RPM, though the engine's mechanical noise is high by today's standards.

Around the skidpad, the MGB generated 0.80g - a surprisingly high level of lateral acceleration - together with moderate understeer that's greatly amenable to throttle and steering.

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MGB

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Midget

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