



NOVEMBER NEWSLETTER

Rambling On by John Eaton

As we all know, the MGB was produced from July of 1962 until October of 1980. A total of 523,001 cars over 18 years makes the MGB the most successful, most popular, best selling sports car of all time. Unless of course you consider Camaro or Mustang and the like true sports cars. I generally prefer not to let trivial things like facts alter my opinions. Nonetheless, 18 years for one body style is a very long time. Off hand I can only think of just a few other makes with such staying power. Let's see, the Volkswagen Beetle, the Porsche 911, the Model T, the Citroen 2CV and the Mini come to mind. Any others? Who cares?

As it turns out, MGB production can be neatly divided into four major categories: Mark I through Mark IV. These four categories can be further broken down into more detailed subgroups such as only Mark I or late Mark II. And, the differences, dramatic or subtle can be analyzed. Just for the heck of it, let's take a look at some of the differences among the four Marks:

Mark I - early 63, 64:

- 3 main 18G engine, crankcase fumes vent directly to the atmosphere.
- Pull type door handles.
- Non-synchro first gear.
- Banjo rear axle (similar to MGA)
- Piping on door top rail.
- Leather seats.
- Positive ground.

Mark I - late 65 to 67:

- 18 GB 5 main with positive crankcase ventilation and rear oil seal.
- GT becomes available.
- Push button door handle with anti-burst strikers.
- Later cars begin to get more improved tube type rear axle (standard on GTs).
- Door top rails become smaller, loose piping. Overdrive becomes optional.
- Front sway bar fitted.
- Back up lights fitted.
- Oil cooler standard on U.S. spec cars.

Mark II - early 1968:

- 4 synchro gear box.
- Ralph Nader padded dash, glove box lost.
- Air injection pump, gulp valve to satisfy Federal emissions standards.
- Negative ground.
- Automatic transmission optional.

Mark II - early 1969:

- Head rests, no contrasting seat or panel piping.
- Side reflectors.

Mark II - mid 1970:

- Vinyl seats.
- Smaller steering wheel.
- Split rear bumper.
- Tail lights change.
- MG medallion moves to center of grill.
- Trunk badge plastic.
- British Leyland badge appears.
- Charcoal absorption canister.

Mark II - mid 1971, 72:

- Full rear bumper returns.

Mark II - late 73, 74:

- Fresh air dash vents.
- MG medallion moves back to top center of grill, insert becomes black mesh.
- Big black bumper overrides added in 74.
- Glove box returns.

Mark III - early 1974 1/2:

- Rubber bumpers added.
- Ride height raised to meet Federal bumper and headlight height requirements.

Mark III - late 75, 76:

- Single Zenith Stromberg carb.

Mark IV - 77 to 80:

- Dash and interior detail changes.
- Rear sway bar added.
- Air conditioning optional.
- Catalytic converter added.
- Carpet replaces rubber mats.
- Seats and door trim change again.

Granted some detail changes have been omitted and some of the above may not be absolutely accurate. However, considering the range of "B" configurations tends to raise the question: What is the best or most desirable year of MGB production? At the risk of offending every "B" owner in our group, I will boldly proclaim that there is no "best year" for the MGB. Each Mark has its advantages and

the consideration that one mans pleasure is another mans poison and we can fan the flames of lively discussion for almost an eternity. For example: some people consider leather seats to be a sign of true class, the last word in luxury, while others contend that leather is the least appropriate seating material ever used by modern man. They complain that leather is cold in Winter, hot in Summer, has poor grip, requires constant maintenance and even so, wears poorly. But gee, it sure does smell nice. Maybe the best solution is to buy a new MGB body shell and piece by piece create your own version of the perfect "B".

One final note: If you haven't already seen it, pick up a copy of the November Road & Track and read Peter Egans MGB wrap-up. Peter describes the MGB as "...a great device for prevention of cobwebs in the tool box."

Yours Octagonally,
John Eaton

November Business Meeting

When: Friday, November 18 from 7 to 9 pm
Hosts: Dave and Laura Lynn Braun.
Where: 7138 Lower 170th Court West.
Phone: 432-5019
Directions: Cedar Ave. South past Co. Rd. 42.
East on 167th St. (at Fina station).
South on Gerdine Path (up the hill).
East on Lower 170th Court West.

Topics:

- 1989 Calendar: Are there some new and different events we can add rather than just repeating from 1988?
- The Christmas Party: Details, Details.
- Membership Roster: Getting it published to our members.
- Organizer Paranoia: How can we get new people involved in organizing and hosting events.

Meeting Chair: Al Bramer. If you have input for the meeting but are unable to attend, call Al at 432-8058. Express yourself!

Thanks Dave!

Special thanks to Dave Braun for his excellent September Newsletter article on insurance for our prized possessions. The article was informative and, from comments heard at the last event, it was certainly well received.

1988 Christmas Party

Plans are well under way for the 1988 MMGG Christmas Party thanks to Jolene and Jim Lymburn. Elsewhere in this newsletter you will find an information sheet about the event with a request for your reservation and dinner selection. Please be sure to respond to the Lymburns as early as possible. Note that the response date for reservations is November 25th. Don't wait. Mark your calendar today!

Uninvited Guests by Mike Funck

A friend of mine, Eric Feifer, who lives in Lancaster, Pennsylvania recently related an experience he had had with some uninvited guests:

Eric drives his 1961 MGA a lot during the Summer months but usually has no reason to poke into the small confines of the A's trunk. He did recently though when loading up for a last trip to the shore for the Summer. Staring up at him when the trunk lid came up was a mama mouse with all of her little ones! The mouse had found the MGA trunk to be the ideal place to raise her family. Needless to say, Eric took a one-nothing vote for a relocation program and the A was soon tenant free once again. Given his frequent use of the car, Eric estimates that his unwelcome guests had been present for some time and not only had free lodging but free transportation as well!

A fact of life it seems when you have a vehicle (MG or otherwise) stored for a period of time is that it becomes an attractive home site for mice and other creatures. At this time of year especially, mice find there way into garages to get out of the cold weather and can find a dark corner within an MG to be a secure undisturbed home site.

I suspect that many of you periodically check your cars during the long months of Winter storage to make sure all is well. You may want to add mice to your checklist of items to look into!

Do any of you know of good ways to prevent this problem? Your thoughts in a MMGG Newsletter article would be most welcome.

October Business Meeting Notes

Members attending the October meeting knew they had arrived at the right place when they spotted a lighted pumpkin in the Carlson's driveway with an MMGG logo carved into it! We had a good discussion and enjoyed refreshments served by our very gracious hosts, Jon and Sherrill. Following is a recap of the discussion:

- Jolene and Jim Lymburn reported on preparations for the Christmas party. It sounds like everything is in hand for a very enjoyable evening. The question of attire came up and although "MG togs" was suggested, we thought "comfortable casual" might work better than greasy jeans and T shirts! Some door prizes will be awarded and it was also suggested that people bring their name tags and any interesting photos they have of the years events.
- Business Meetings: Some comments have been received regarding the difficulty some members have in attending separate events and business meetings. The suggestion was made that they be conducted at the same time.

• good idea. Separate meetings were originally undertaken because of the difficulty we had experienced trying to conduct business when people were arriving geared to talk cars and enjoy an event.

Our proposal is to schedule business meetings immediately prior to selected events. For example: a drive planned to start at 12:30 would be preceded by a meeting at 10:00. Members would then have the option of attending just the event or both. While this may present some logistical problems, it is definitely worth the effort to enable more members to participate in MMGG business as well as events. Some separate business meetings will still need to be scheduled of course, particularly during the Winter months.

- Club Organization: This was our primary topic for the evening. There appear to be two favored approaches to club organization:
 - A formal organization complete with elected club officers, defined officer duties and by-laws of some kind.
 - An informal organization staffed by volunteers who are taking responsibility for certain duties because of their personal interest

After some discussion on the merits of each, we essentially decided to leave the club organization as is: informal.

Although most of us identify John Eaton as the club president, the reality is that our club organization to date has been pretty casual. The success we have experienced has been based on volunteers who have stepped forward to offer their time and talents to make some particular aspect of the club work. This is a key ingredient to a successful club regardless of organization type.

It is clear that additional input is needed from our membership. This is your club and if you have an opinion as to how you would like it organized, it should be heard. Please let us know:

John Eaton: 423-5475

Mike Funck: 881-3223

MMGG Treasurer

Cindy Eaton has resigned her position as Treasurer of the MMGG after two years of faithful service. Fortunately, we have a volunteer to take on this important responsibility: Sherrill Carlson. Thank you Cindy for your excellent efforts and congratulations Sherrill on your new job.

Newsletter Changes

You may have noticed some changes recently to the MMGG newsletter. Some additional items are in the works:

- John Eaton is stepping down as editor but as a contributing editor, John will continue to provide us with his views on the world of MGs with a regular series called "Rambling On".
- Mike Funck has signed on as newsletter editor.
- Jon and Sherrill Carlson will continue to provide newsletter publication and mailing.
- Address labels are provided by Al Bramer, our "data processing" director.

Thanks in part to cooperation from "Mother Nature" and some great timing, I think we can qualify the 1988 Color Tour as another MMGG success. The weather was perfect Indian Summer with bright sunshine and warm temperatures. While it's true that the color peaked after the Tour weekend, I don't think there would be any disputes if we called it "spectacular".

The route we took to Red Wing didn't hurt either. Al Bramer selected a path that had plenty of winding "sports car country" roads and ample views of the hardwood forests along the river valley. Thanks Al for the great route and the extraordinarily complete directions you provided. Thanks also to Alan and Sharon Kelsey who served as event hosts in Al Bramers absence.

Although there were a few wrong turns along the way and some temporarily "lost" MG motorists, the 19 strong group found its way to our first stop: the apple orchard "checkpoint". While there were some apple and cider purchasers, many of us were content with our favorite pastime: gabbing about MGs and looking over cars. For the creative, the orchard offered an additional option: counting the Box Elder bugs. There was a bumper crop this year and most of them seemed to be at that orchard!

Along the way we picked up a few strays; non-club members who were out for a drive and were invited to tag along with our group for a while. We also had a couple of sitings of the T Register. I guess we were not the only ones who found the day and route to be sublime. An additional plus was the appearance of a number of the "Unofficial Midget Club". It was good to see a showing of Midgets to complement the usual "A"s and "B"s.

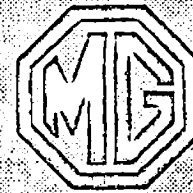
There were a few casualties along the way: Terry Tobins 76 "B" developed an electrical problem enroute to Battle Creek but he managed to patch it up and catch the group. John Stebners GT suffered some paint nicks and a shattered drivers side mirror when sprayed with gravel by another (non-MG) vehicle.

The official tour ended at the St. James Hotel in Red Wing where about 30 of us paused for dinner. Although the menu was a bit overpriced, the food, atmosphere and company were excellent. Altogether, a pleasant conclusion to a beautiful day and great MMGG event.

Do you have an interesting story to tell about your experiences with an MG? If so, your contribution to the MMGG Newsletter would be most welcome. What you write doesn't have to be long. It does not have to be typed nor do you have to be concerned that your grammar or spelling is perfect. The only criteria is that the subject be some aspect of the MG automobile. Interested? Please mail your contributions to:

Mike Funck
9517 Portland Ave. S.
Bloomington, MN 55420

If you have questions, please call: 881-3223





1988/89
Events Planner
November 1988

November 1988

Business Meeting

Friday, November 18
7 to 9 pm
Hosts: Dave &
Laura Lynn Braun
432-8058

December 1988

Christmas Party

Saturday, Dec. 10
Classic Motor Co.
6:30 pm
Hosts: Jim &
Jolene Lymburn
780-9241

January 1989

NOTE: MMGG Events and
schedules are subject
to change.
Please check the MMGG
Newsletter for the exact
time and place of each
event.

Revised: 10/29/88

February 1989



March 1989

Kick Off Brunch

Mar 2?
Hudson House
Hosts: Dave &
Laura Lynn Braun
Mar 19

April 1989

Tech Session

Hosts: Paul &
Joan Good

May 1989

All British
Car Picnic

June 1989

Food Drive

Hosts: John &
Anne Stebner

Hare & Hound Rally

Hosts: Ron Bertsch &
Mike Funck

July 1989

Trip to St. Cloud

August 1989

Stillwater Picnic

Hosts: Jon &
Sherrill Carlson

September 1989

Wheels & Wings
Festival

Swap Meet

October 1989

Indian Summer
Rendezvous

AL Brauer