Did you know?

NAMGBR is the only MGB Register in the United States or Canada officially sanctioned by the MG Car Club.
THE NORTH AMERICAN MGB REGISTER

The "MGB Driver" is the official publication of the North American MGB Register, a non profit organization dedicated to maintaining and expanding interest in Britain's most popular Sports Car-the MGB.

The opinions expressed within are those of the individual authors and readers are warned that they attempt any mechanical or other modifications described herein, entirely at their own risk.

Membership of the North American MGB Register is open to all, with no restriction.

Ownership of an MG is not a condition of membership and the local areas and NAMGBR Regions will be pleased to welcome you to their events.

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The North American MGB Register is affiliated to the MGC Club of England. The MGC Club was founded in 1930 and is the original factory supported, and approved organization for all MG's, with the Club Headquarters situated in Abingdon-on-Thames close by the birthplace of all MG's.

THE EDITORS VIEW.

First of all thank you for all your kind comments about the first issue of the "Driver". At least we now know that there is someone out there reading it and prepared to respond to our writings in one way or another! Sure there were a few 'glitches' in our initial publication, most noticeably the absence of the illustrations at the bottom of Caroline's Registrar's page which would have told you how to identify your MGB from the Chassis, Commission and Body plates, these are now depicted on the Registrar's page in this issue (see how quick we are to cotton on!!) Also there were minor errors in punctuation and I take full responsibility for these as I proof read the copy myself prior to printing. However all in all we have had a very positive reaction to the magazine, as of course we have to the formation of the Register in general. You will see in this issue that we take your comments on board and changes have already been effected in the areas of type size-removal of the page border (more word space available) and a tidy up of the front cover and headings in general.

Some members also asked why we went with the page size we did. One of the reasons was that our Committee wanted the "MGB Driver" to look different from the start, they wanted to give you an MGB drivers handbook size, which would fit in your glovebox or briefcase without being too awkward to handle. However if in the future enough members feel strongly about enlarging the size to the standard 8 1/2 X 11 which every one else uses, we will of course consider changing. We remind you again that this is YOUR MGB Register, and being a democratic, (as opposed to an autocratic!) organization the wishes of the majority rule! Let's be knowing what you think if you haven't let us know already.

Turning to other matters. These are trying times we live in not only in the aftermath of the situation in the Persian Gulf, but also on the Home front with the downturn in the economy and other problems. What better therapy than to turn off the TV-and "turn on" to working on, or just driving your MGB? Get out into the garage and even if your car does not need any work on it-just mess around with it, and you will feel so much more relaxed as you forget everyday cares. When did you last check the oil in the carb, dashpots? How long since you changed the plugs, points? Little things that you can do to give your brain a break for an hour or so, to achieve something personally in a World where sometimes it seems we can do very little to alter things! In a complicated society sometimes the simple things are those that can give the most pleasure and satisfaction-as a well known ad. says, "Just do it"!!

Marcham Rhoade.

A note of appreciation: The North American MGB Register would like to express their thanks to all those who supported the launch of this exciting new "B" Club. In particular we would like to thank our esteemed advertisers who had faith and bought space in something they'd never seen! Also the many publications who gave editorial space to the Register, including "British Car" magazine, "MG Magazine", Classic & Sports Car, Popular Classics, Classic Cars and the many Club newsletters and magazines who ran the NAMGBR story, and membership forms. We hope we can live up to your expectations-thanks a million!
FROM YOUR SECRETARY

Well April is upon us and the hard top is finally off the 'B'. Soon it will be time to head off to your favorite MG events all across the country— we hope you have a super MGB season!

Several local clubs have expressed interest in holding Regional meets for the North American MGB Register and a couple of events have already been lined up. The first Regional Meet will be held by the Emerald Necklace MG Register in Cleveland, Ohio on May 17th thru 19th. You should find the listing for that event and others on the “Where to B’ section inside the back cover of this issue of MGB Driver.

Chapter applications have gone out to several MG Clubs around the USA and I am sure the next issue of the ‘Driver’ will contain a listing of affiliated organizations who have aligned with the NAMGBR. If I somehow missed your Club off our mailing list and you think your Club could usefully affiliate with the MGB Register, just give us a call on our 800 number and I will mail off a packet of chaptership information for you to consider.

Our new “B” Register has stirred up a tremendous amount of interest from individual MGB drivers as well and membership applications are flooding in every day! I would really like to list all new members as they sign up but there just isn’t enough space in the magazine to do that—such are the numbers! However there are plans to print a membership list in the future, with towns and telephone numbers so that any NAMGBR member in need might be able to contact a helping hand should they require assistance while traveling through an area unfamiliar to them. This however will take some time.

If you have other MGB friends who have not yet joined the Register be sure to pass the word along to them. We confidently expect to sign up 2000 members by the end of the year and with your help we should easily make this goal your Committee have set. In the meantime keep our number handy—we’re here to help you with any MGB problem you might encounter.

Octagonally,

Jerome Rosenberger,
Secretary-NAMGBR.

Treasurers Note:

Well we are still solvent—and doing rather well at the bank with a current balance on hand of $2,529.00 after paying all the bills for printing etc. New members join us every day so cash on hand will increase, and can be utilised for patches, pins and other regalia. We have received our tax ID# from the bank, and our first statement, and everything balanced out fine. Don’t forget this is YOUR Register—if you have any questions regarding the finances of the Club, please get in touch with me.

Yours cashfully!

Rock Yarrington.

LETTERS TO THE REGISTRAR

Fairhope, AL.

Dear Register,

I know this is not the place to raise technical points (our Chairman hogs all the tech pages!) but I felt I must draw attention to an apparent error on page 16 of the first issue of “MGB DRIVER”. This relates to oiling the wiper spindles and quite frankly it can’t be done on an MGB as they cannot be lubed after assembly at the MG Works.

The wheel (inner) end prevents the shaft from being oiled and the splined cap at the outer end (to which the wiper arm attaches) is a cap over the tube that precludes one from oiling at that end!

The only way to check for any stiffness or binding in the wheel box is to pull the wiper rack out of the tubing, at which time you can (hopefully) freely turn the shaft to and fro. If it is binding and you do not fancy scouring the wrecking yards, or purchasing an expensive new unit, you might try the following. Fill a pan with STP to a depth to cover the wheel box and heat it to a degree that it ‘perks’ away for a while—eventually the STP will find its way all along the inner shaft and the unit will usually free-up and be semi permanently lubricated. This has worked for me on several occasions.

Safety Fast!


The Heritage Office,

Dear Register,

Just a note to congratulate you on the formation of the North American MGB Register—well done! With such a large number of these durable and much loved cars still on the North American Continent, it seems to be a long overdue step.

It goes without saying that British Motor Heritage wish you every success in promoting and enlarging your organisation. Perhaps we should be helping in a way more than just words; so if you think of a positive way we can assist, please do not hesitate to contact me.

Yours Sincerely,

David M. Bishop.
Asst. Managing Director
British Motor Heritage Ltd.

(Editors note—David was the driving force behind the re-introduction of the MGB Bodyshell, both in Roadster & GT form. His efforts have ensured that our ‘B’s will be on the road for many years to come!)

continued on page 27
CHAIRMAN'S CHAT - From John H. Twist

Hello Fellow Enthusiast! Well here we go, our membership is climbing steadily and our excellent newsletter will have to increase in size to accommodate the numerous new advertisements-but that means more articles too! Our treasury is healthy, and this is one of the key factors upon which the success of the Register depends. We also need a large and enthusiastic membership and a comprehensive program, which would be supported by the treasury. I can report to you that we are in excellent condition and growing very swiftly.

Our first quarterly business meeting will be held on April 6th in Chicago. We will review our operations to date and define our 1991 goals. We will officially welcome a number of local clubs who have requested local chapter status and we will also appoint several members to 'Regional Director' positions, as well as sanctioning a few local Club events as NAMGBR events. Let me tell you, spect and admiration forors; everyone is work-

February kept me UML Technical Semi-hosted 80 enthusiasts in graduate sessions, and registrar, Gregg Purvis Indianapolis for our first. This was very well re-

gister (and also my wife!) will attend the Spring Warm up in Cleveland in May. Sponsored by the Emerald Necklace MG Register this will be the FIRST official NAMGBR meet! We hope to see you there!

Our Register needs all the exposure we can muster. Will you be having an MG meet or a British Car Meet in your area this Summer? If so would you like to represent the B Register and sign up new members? If so please contact our Secretary. "JR" on the 800 number as soon as possible.

This Summer there will be many parades, and some of our MG's may be part of the victory celebrations. Parade duty for your MG is the worst kind of torture! After all, our MG's enjoy safety-FAST! You can run your MGB in a parade with a comfortable, slow, slow idle, by increasing the valve lash to 0.025". It makes the engine very tickity but helps in slow traffic and carry extra water with you!

MG Club fever has arrived in my home town. Our local group has just formed and is named the West Michigan "Old Speckled Hen" MG Car Club. Watch for their participation at Midwest events! Speaking of which keep your calendar open for August 25th when U.M. host the largest MG event outside England at our 15th Annual Summer Party. Last year we had over 500 MG's on the field and this year the featured model is the chrome bumpered Midget!

That's all for this time! I am always pleased to answer your technical questions, please write or call during my Technical Hour, 1-2pm EST Monday thru Thursday at (616) 245-2141.

Safety Fast,
John Twist.

REMEMBER! It matters not how nice your MGB looks or how quickly it accelerates if it cannot stop! The proper functioning of your brakes must always be at the top of your list of MG priorities. You owe this degree of safety to yourself, your passenger, and all others who share the road with you!
FROM THE REGISTRAR - Carolyn Twist

When I began collecting vehicle identification numbers (VIN) in 1977, it was so we could keep track of the MG’s we serviced here in Grand Rapids. I recorded all the numbers, plus the original body and interior colours on every MG that I came into contact with!

The VIN survey was published in several magazines and the response was so good that my single 3 x 5 card index box overflowed into a four drawer one foot deep unit! So many thanks to those of you who carefully filled in the back of your registration form-and for those of you who weren’t so careful or had trouble reading the numbers-you'll get to try again very soon!

The production list came into being because I wanted to make it easier to find parts. All manuals listed parts applications by the VIN and being able to translate VIN into a model year was helpful because most owners would know their year, but not their VIN. I collected the VIN numbers from the factory sources but the engine, body and commission numbers were derived from my card file.

The earliest MGB production figures are not as complete as I would wish, and I will be sending this information off to the British Motor Heritage Archivist, Anders Clausager for his additions.

An end of an era was at hand in 1968 as British Motor Corporation was ushered out amidst the introduction of air pumps, anti burst doors and octagonal spinners, and the newly formed British Leyland Corp. had to keep track of the U.S.Spec cars-because of this we got a much better numbering system. However throughout production we always find MG’s that don’t fit the model year in which they were built. I have always thought that this was a throwback to BMC days when the cars were assembled from the parts available in the line bin (even if they were last years!)

continued on page 27

'B' BUYS - a guide for the novice purchaser.

Now is the time of the year when many prospective MGB owners get out into the sunshine and consider buying a sample of Britain’s favorite sports car. The prospect of wind in the hair motoring, and arriving at a meet or Club event is very tempting in the Spring and this is in fact, when many cars change hands, especially roadsters.

Much of what follows will be all too familiar with our experienced members but we ask them to bear with us while we assemble a primer of buying a "B".

The MGB epitomizes everything that is good and bad about this fascination for old car we all share. It is good looking, simple, rugged, reliable and safe. It performs and handles far better than its age or saloon car origins suggest. It has a roomy comfortable cockpit and a surprisingly large trunk. It is also one of the easiest and cheapest of cars, classic or contemporary to maintain and run on a limited budget, and it is backed up by a truly astonishing number of specialist suppliers of parts and services. Above all it is Fun with a capital ‘F’!

It is also popular with a capital ‘P’, hardly surprising but not exactly good news for those scanning the ads. for the "B" of their dreams. Prices have held and in some examples steadily risen since the car ceased production in 1980. However let us assume that you are after a good one, and take you through a few steps to ensure your money is well spent and is not wasted on a pile of junk that only a bodyshell can save.

Start by looking VERY hard for rust or half hearted signs of its repair. The rockers are the worst trouble spots, good looking outer panels often hiding dangerously corroded inners, so you must look very closely indeed for loose, flaking metal, and signs of bubbling paint on the inside where the wide inner rocker meets the floorpan (be sure to lift the carpets!) Ask the seller if he has had any work done to the inner sills and be suspicious of he says no or professes not to know what you are talking about-and ask to see bill as positive proof if he says he has. Remember on the MGB Roadster the rockers inner, outer, and the castle section, are the only things holding the back and the front of the car together (the roof structure of the GT adds strength to this version). Also check the joint between the rockers and the rear fenders, and although it should be hidden from view (behind a removable panel) try to see if any damaging mud has built up in the rear corners of the front fenders where they meet the rockers. If in doubt about the rockers ask the seller to jack up the car with the side jack, in the jacking point below each door, and if the "B" starts to fold in the middle make your excuses and leave!

The front fenders suffer the usual problems of moisture retaining mud getting into tiny gaps and rotting its way out. The area around the headlamp and sidelamp unit is a favorite spot (the headlamp backing bowl often goes, too; however these can easily be replaced.) The whole trailing edge of the fender will be suspect if that splash panel has come adrift. There is also a ledge right up at the top of the inner rear of the fender that collects mud and dirt in prodigious quantities, eventually rotting out through the TOP of the fender. Look under here with a strong light and feel with your hand for signs of trouble, I have known Concours cars with this problem, a classic "out of sight-out of mind!"

At the rear of the "B" you must check the fender to rocker joints, the area just forward of the rear bumper and the beading along the top of each rear fender. There

continued next page
is also the added complication at the rear of the inner-to outer fender joint around the circumference of the wheel arch. Look here for tell-tale signs of paint bubbling and delaminating metalwork and remove the interior trim panels to confirm your diagnosis. The whole rust problem is again caused by a build up of mud, so look for a car that has obviously been kept clean underneath.

Beneath the car you'll find a simple structure but one which warrants a lot of attention with a bright flashlight and a screwdriver to test for weakened metal. The flat floorpans suffer (although replacement is fairly simple) and elderly jacking points often have all the structural strength of wet cardboard and the rear spring hangers may well need attention. A good jab with a small screwdriver will tell you all you need to know! The rear valance and trunk floor may also need patching and while under here you might as well check the gas tank. Hard up against the floor of the trunk the top of the tank forms a superb water trap, where rust can develop in the darkest way.

Doors, Hoods and Trunk lids present few problems. Doors rust from the bottom upwards once the drain holes become blocked, and they also have the unique habit of splitting their skins just below each ventilator, (never close a “B” door by pulling on the top of the ventilator- and slap the wrists of any passengers that do!) Door skins are available to put right both problems( welding the cracks rarely works for long) but if the rust is really bad then a new door is the best bet. The trunk lid again is relatively cheap so a rusty one might be an aid in getting the price down on the car you are inspecting. In the area of the hood little corrosion should be seen and while early MGB’s had aluminum hoods, corrosion is no problem, but damage can be. Steel replacements are easy to come by and only the purist would be offended at the exchange of steel for aluminum.

Weather protection on Roadsters consists of a top, a tonneau cover and possibly a hard-top. Check that the top material is in good condition and that the frame goes up and down as it should. The fixed head MGB GT naturally offers a lot more in terms of refinement and weather protection but even so check for the horrors of a leaking screen rubber or door seal. GT tailgates sometimes rust upwards from the bottom.

A variety of trim was used during the B’s life. Early cars had leather seats, later ones a variety of plastic and sometimes bizarre patterned cloth affairs but virtually everything is available to refurbish any car that has been out in the sun or the rain too long.
'B' MECHANICALS - Points to look for.
(With acknowledgements to "Your Classic" magazine and Chris Horton.)

Mechanically there's little that cannot be put right fairly cheaply on an MGB, although there are several points that might help you choose between two or three apparently similar cars at different prices.

Problems with the 'B-series overhead valve motors are few and far between; basically they either run or they don't! Its not the quietest engine in the world but should start easily and idle smoothly unless the twin S.U.Carburetors are worn or out of adjustment and it should pull like a train throughout the rev range. It's this willing torque that makes the 'B' such a pleasure to drive in these days of multi-valve 7000 RPM screamers! Watch out for the usual main and big-end bearing wear (a heavy knock and rumbling sound respectively.) This may be more likely on the early 3 main bearing units. Don't worry too much about clattering valve gear or even a modicum of smoke from the exhaust-head overhauls are dead easy. High mileage motors may have a bit of timing chain noise, and again this is not too difficult to rectify, and about the only other nasty is a tendency for oil to leak from the front and rear crankshaft seals-and here rectification does require engine removal.

Transmissions are fairly sturdy and resilient but again any serious work on the clutch or gearbox does require engine removal. The Mk1 models built before October '67 have synchro only on 2nd, 3rd and top, and whine noticeably in second and third. Later cars with the all-synchro box will probably have a noisy first and reverse if they are nearing the end of their life-and if any unit shows signs of losing its synchromesh, on any gear then you may have substantial problems in the offing.

Clutches offer few problems, and will generally last for 50,000 miles or a little more but it's worth while assessing the pedal travel and the 'bite' as the clutch takes up - remember it is an engine out job to fit a new clutch, cover and throwout bearing. Expect some looseness in the drive train itself on high mileage 'B's, but that will be due more to wear in the (renewable) prop. shaft universal joints than any problem within the final drive itself (but listen for a whining sound from the latter anyway!) Some MGB's had the option of a Laycock overdrive operating on third and top: once again these are usually trouble free but it's worthwhile checking to see how long the unit takes to engage and disengage. If there is a problem it is probably a faulty solenoid or a low oil level and the latter is easy to check.

At the front the 'B' has a simple wishbone-type suspension system with precise quick acting rack and pinion steering and a conventional leaf-sprung axle at the rear. Wear in the front wishbone bushes is indicated by a loud clonking sound over bumps, and kingpins wear too, but you will only spot by supporting the front of the 'B' so that the front wheels are off the ground and rocking the wheels back and forth from top to bottom.

Broken or sagging rear springs should be obvious enough, and lever arm dampers are standard at the rear too, although some specialists have been marketing telescopic conversions for some year and this does give a vastly improved ride quality. As for the brakes (discs at the front, drums at the rear with booster assistance from 1974) expect reassuring stopping power from high speed, but a handbrake that's marginal at best and useless at worst!

So good "B" buys are largely question of common sense. There are literally thousands to choose from and you can afford to be "picky" - don't jump in and buy just because the 'B' has racing mirrors or a good sound system go for a good solid car. The MGB is one of the few older cars with a 'vintage' sort of feel that is still completely at ease in today's traffic and, thanks to that ready supply of spares and expertise can be driven far and fast in the knowledge that there is virtually no mechanical or structural problem that need force it off the road.

More than just rust: the structural integrity of your car is at risk.
THE MGB TRIVIA QUIZ.

Well quite a number of you asked for more, so here we go! Answers on page 37, where you will also find listed recommended MGB reading for your information and enlightenment.

1. When was the banjo type rear axle inherited from the MGA dropped in favor of the Salisbury axle, on the MGB Roadster?
2. What was different about the grille badge on some early (1962) American spec MGB’s, and what happened as a result?
3. The front hub Lockheed disc brake assemblies, and the rear axle were delivered to Abingdon from where?
4. How many spokes did the steering wheel on the pre-production MGB have?
5. You have all seen the optional “works” fibre glass hardtop as used on the Pirelli Marathon cars, but who manufactured the original hardtop?
6. Why was the D type Laycock overdrive unit not initially available on cars produced for the American market?
7. The designation EX 227 was for the MGB CT—but which Latin co-operated on the styling?
8. What happened to the MGB’s fuel tank in March 1965?
9. In 1960 a car emerged from the Design department at Abingdon with a Silver upper body and green lower half. What was it?
10. Finally a fairly easy question—who styled the MGB, and did you realize that his first pencil drawing was completed on June 19th 1958?!!
THE MGB GARAGE
helpful hints to make working on your MGB easier!

1. When you disconnect a brake pipe, a plastic bag tightened under the reservoir cap helps stop fluid flowing out, and an added help if you don’t fancy clamping the flexible hose is to push a cap such as a bleed nipple cover over the end of the pipe. Another possibility is to block the end of the pipe with a tapered piece of plastic such as a golf tee.

2. If you are starting a ‘B’ with flat battery(s), the discharged battery will take quite a lot of the helper current. You might consider disconnecting the battery earth lead, and clamping the earth jump lead to the engine block. Then when the motor is going you can replace the battery earth terminal without stopping the engine before you remove the jump leads.

3. The twin battery holders on MGB’s leave the batteries exposed to all the mud and wet under the car. While you can buy battery holders that fit the ‘B’, a useful substitute is a cut down five liter oil container in each cage.

4. Quite often the cap on the hydraulic brake or clutch reservoir that has been standing for some time seizes solid. Before you resort to vise grips, try clamping a hose clamp around the cap and gently tapping it with a small hammer.

5. Failure of interior courtesy lights is often due to the pin switch making a bad earth on the door pillar. Before you dive into the wiring take the switch out and clean its seating.

6. To avoid having to renew the valve cover gasket every time you adjust the tappets, fix it to the underside of the cover with good gasket cement, it will last three or four times as long.

7. Here’s a use for that old bottle of typewriter correction fluid! Use it to mark the plug lead order, or to mark the prop shaft before you take the universal joints off. Providing the place you mark isn’t oily the fluid will withstand normal washing off in degreaser.

8. Girling rear brake adjusters, often seize solid and round off when you try to move them. Get yours free and then push a short piece of plastic tubing filled with high melting point brake grease over the adjuster.

9. When you retract pistons in a brake caliper you displace a lot of brake fluid back to the master cylinder. Check first that it isn’t so full it will overflow and if necessary draw some out with a syringe.

10. For cleaning out passages in carburetters and such like, take the ink tube out of an old ball pen and clamp the body in your foot pump. This gives a concentrated blast of air which you can direct into awkward places.

A Heritage MGB V8 roadster in the foreground.
IT NEVER CAME TO THIS! - SSV1

During the early ’70s, the word came down at Abingdon to prepare for the increasing American obsession with safety sparked in the wake of Nader and which was taken up by the National Highway and Traffic Safety Administration, to such a degree that Roy Brocklehurst, the Chief Engineer of MG at the time said the eventually they would have to produce a car with an “instant padded cell!

In 1972 MG decided that they had better show the NHTSA what they could do to make even a small compact car such as the MGB safer and for the Motor Vehicle Safety Conference held in Washington, D.C. in 1972, a very unique vehicle was flown across the Atlantic. Designed by Don Hayter (who styled the MGB) and under the experimental number of EX250 the exhibit was called “Safety Systems Vehicle One” or SSV1.

This much altered MGB GT incorporated many features which today are taken for granted, but which nearly 20 years ago were revolutionary in conception and execution. For example the seat belts were attached at the rear upper corners of the doors so that they automatically restrained the occupants when the doors were closed, and there were also air bags incorporated in the car. Structurally the car had reinforced doors and rockers, and the sides were filled with structural foam to lessen impact shock. The bottom of the doors also overlapped the rockers. On the roof was mounted a fixture which contained a 120 degree rear view mirror unit, making the MGB look like a taxi cab and doing nothing for the CD factor by increasing wind resistance!

On the dashboard was an amazing array of instrumentation, including a device which acted as an anti-theft device and also as a sobriety check for the driver. Pressing buttons in the correct sequence allowed the engine to be started, but keying in the incorrect sequence precluded this. Three strikes and you were out! For after three attempts at the sequence the built in computer shut itself down for at least the next 30 minutes!

The suspension was self leveling operated by an engine driven pump under the hood, and was a combination of telescopic shocks and parallel wishbones almost MGB at the bottom and MGC at the top. Also under the hood we saw a larger servo (booster) for the electronically controlled anti-lock braking system. (Remember this was 1972!)

The bumpers on SSV1 were set extremely low, almost like a snow plow spoiler, the reasoning being that in a side impact collision onto another car the bumpers would strike below door height, at rocker level, also that if the MGB hit a pedestrian it would hit at or below knee level. In theory this would throw the unfortunate person up onto the hood with minimum injury to the upper body. Also a higher ride height bumper tends to throw the pedestrian forward so that the car actually runs over the victim.

SSV1 was left hand drive finished in Harvest Gold and had V8 wheels, also parts of the fender and upper door panel were cut away so that the rigidity of the B’s internal structure could be examined.

So the men of Abingdon made their small contribution to the road safety discussion, and while SSV1 created a great deal of interest the project was never developed further, and it was to be 1975 before the major change of the energy absorbing polyurethane bumpers raised the safety question again and lowered the MGB’s performance. SSV1 still survives and can be seen in the British Motor Heritage Collection at Syon Park in West London, a unique MG created and built by a unique group of individuals who in many ways were years ahead of the times.

M.R. (With acknowledgements to Wilson McComb and Don Hayter.)
Engine gives few problems: access good.

Mud collects on ledge under front fender.

Front wheelarch splash panel must be in place.

Leather or cloth seats can be recovered easily.

Earlier cars have twin six-volt batteries under seat.

Light housings in front fenders collect mud too.

Look at front 'chassis' rails for accident damage.

Front suspension is simple to overhaul.

Substantial looking sill section is prone to rot.

Security of jacking points vital; test with metal bar.

Check rear end of sill section in rear wheelarch.
THE NEW MGD?!

It is somewhat significant that Sterling North America has chosen 1991 to show off EXE the MG concept car first shown at the Frankfurt Motor Show in 1985. Why now? you may well ask. Why have they chosen this year to take EXE to some of the major auto festivities happening in the United States this coming year?

Can it be that the Rover Group, the parent company of Sterling have finally taken notice of the groundswell of opinion favoring the introduction of a new MG? And this after ten years of pleading from enthusiasts, dealers and other who feel that the MG iron in the USA should have been struck a long time ago, such is the 'brand' loyalty to the marque.

Recently in England the leading magazine with the largest circulation in Western Europe 'Autoweek', ran a survey to ascertain the degree of interest and awareness in the proposition of a new MG model. The finding will not surprise those members who know the feelings and loyalty to the Octagon marque, still prevalent after all these years.

Well over 90% of readers wished to see a new MG on the road in the near future- but a Rover spokesman is quoted as saying that a new MG will only appear when the 'timing is favorable'. This year-next year-sometime-NEVER! Did you know that Rover in England no longer have an MG model in their range? If this wasn't a sign of the times we don't know what is! They've missed the boat but will not admit it...

HANG ON IN THERE MGB OWNERS!

The survey results:
Question 1. Have you ever driven an MG sports car? Yes 40%. No 60%.
Question 2. Is it the kind of car you would like to own? Yes 60%. No 36.5%.
Question 3. Would you like MG sports cars to be manufactured again? Yes 90%. No 8%.

The sample readers were split 75% male and 25% female.

Writing in the current issue of "Convertible Magazine", Ben Gipson the owner of Specialty Sales in Pleasanton California lists his Ten Best Buys heading into the Summer of 1991, and at number three surprise!! Specialty Sales in Pleasanton California lists his Ten Best Buys heading into the Summer of 1991, and at number three surprise!! Specialty Sales in Pleasanton California lists his Ten Best Buys heading into the Summer of 1991, and at number three surprise!!

Safely Fast,
DAN ZEBARAH, Prodigy SHSV66B.
THE REGISTER CO-ORDINATORS PAGE.

JUDY ESTRADA-MGB.L.E.'s.

What a great group of people you are! this is the reason I have volunteered to keep track of the Limited Edition MGB's-the Black '79 & '80 models with the Silver stripe, for those of you not familiar with the model. Since acquiring our 1980 MGB LE we have been completely infected by the MG "Bug". In a time when you run into so many grouchy people it's refreshing to be associated with such a neat enthusiastic group.

We are my husband, Ernie who is a probation officer by day (and loves Karate in the evenings! he runs his own school) and myself who is employed by Meijer Inc. in the Accounts dept.

I never thought that I would get excited about VIN numbers or MG's-but I have and I can only blame it on that old MG 'bug'! Please contact LIS if you have an MGB.LE our address and phone number is inside the front cover of this magazine.

All the best-Judy.

BRUCE WYCKOFF-MIDGET REGISTRAR.

As vice chairman of the North American MGB Register. I would like to welcome all of you to what I think is going to be the best MGB Club in the world! Like the other officers in the Register I am here to serve YOU! even if it means wearing two hats!

I have been an MG owner since 1981 when I bought my 1975 Midget and I have since added a 1958 MGA (basket case) and a 1974½ MGB GT (NBC! -near basket case!) to the Wyckoff collection.

My wife Connie, my son Wayne & I live in Saugatuck, Michigan and during the day I work as a graphic artist and designer for a large print concern and I teach the art of printing at evening classes. I am also trying to find time to improve my golf, in addition to softball and scuba diving!

Currently we are looking for ideas and suggestions from Midget owners on what they would like to see in forthcoming issues of the "Driver". WE have a vast library of Midget articles, photographs at our disposal, but I have to know what you want to see in these pages. The choices are endless so I look forward to hearing from many of you Midget owners. If there is anything you feel I can do for you, please let me know-my address is in the front of the 'Driver' (twice!)

Sincerely-Bruce Wyckoff.

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Letters - continued from page 5

Dear Register,

Many thanks for the copy of “MGB Driver”, it looks as though it will be a very worthwhile publication and certainly the Register should do a lot to help co-ordinate MG activities in North America. Every success to the Register and I look forward to helping its members in any way I can.

Members might be interested to know that Paul Easter and I have just competed in the Monte Carlo Challenge, 2000 miles across the mountains in the worst Winter weather we have had for many years and out of 180 competitors. I am delighted to say that Paul and I came in number ONE! The Monte regulars commented that it was more severe than most of the Monte events from the ’50s and ’60s. There were only two cars ‘clean’ on the road at Monte and our securing the four regularity tests proved the deciding feature—a great event with great people!

Kind Regards,
Ron Gammons, Brown & Gammons Ltd.

(Eds Note: Members might recall that Ron is the former Chairman of the MG Car Club, and operates one of the leading specialist MG companies in the U.K. His Monte success follows his triumph in the Pirelli Marathon the story of which we carried in our last issue.)

From the Registrar - continued from page 8

For those of you who own an MGB produced before 1968, the title will often show a later year, and many MGB’s were not titled until they were sold. If your ‘B’ sat on a dealers lot for a year or longer when it was new this is probably the case. Those of you who have later MGB’s-1970 & newer the letters A,B,C in the VIN number, denote the year of the car (e.g. GHNSUA is a ’70). The build date stamped in the number plate is just that-the month and the year your car was built. Model years usually began when it was convenient—your 1973 MGB could have a build date of 11/72 or of 8/73. For that matter your 1974 MGB could have a build date of 8/73! What a confusing system!

Keep the VIN information coming—I had two interesting phone calls recently about serial numbers. The first was from TS Auto in Ohio and the other from Randy Baloah, in Memphis. Both cars carry a plate that says “250.000 MGB Special”. One has a VIN Number of GHNSUB252539G and the other GHN4L 251744. The 4L in the 2nd number makes no sense but as your Registrar I am sure we will be able to solve the mystery. Meanwhile does anyone else out there have a car with this special plate? If so I would appreciate a picture and any history you have. Also please send any additions or corrections to my production statistics which you might have. Thanks and keep ’em rolling!

Safety Fast
Caroline.
(Next issue—all you ever wanted to know about MGB colors—and were afraid to ask!)
THE CO-DRIVERS PAGE - In the Passenger Seat

This month our advertising coordinator Edna Carroll tells us about acceptance.

In the last issue of the "Driver" we learned from Barby about living with her MG. Man and like her I've come to the conclusion that if you can't beat 'em-join'em, so I guess that I've joined them too!

It took me longer as I resisted physically and emotionally for some time-I still don't drive the car-but once I realized that this wasn't just his mid-life crisis; but indeed part of our family life, I have accepted "Rusty" into the family circle. There are one or two other things I have learned to accept as part of the MG deal:

1. I accept car parts in the house as easily as I have accepted toys on the floor. For years our son thought S.U. Carburettor was an art sculptor!

2. I accept taking long trips in the MGB, in any kind of weather with the top down. He's always trying to convince me that rain and snow will not bother you as long as you are driving at a high rate of speed.

3. I accept taking smaller suitcases on trips, so there is more room for all his spare parts. We don't go ANYWHERE without a spare fuel pump! Not even down to the local K-Mart!

4. I accept inventing games to keep from going crazy with all the leaks, after you've convinced him to put the top up during the monsoon rains that accompany us to all car shows. Paper towels stuffed at the worst sites, draped into a paper cup to see how much water you can collect is one of my favorite MGB games!

5. I accept all my house cleaning supplies along with some of my best towels ending up in the garage, because "Rusty" need a bath!

6. I accept MG events taking priority over everything else including vacations, anniversaries and childbirth!

7. I accept the light in his eyes glows a little bit brighter these days over a gorgeous MG, than it does over a gorgeous woman. Well...that isn't too bad I guess. Barby gave the advice and I've learned to accept, but like her, I too have met some of the best people and had some of the greatest adventures in just the last five years. Mid-life crisis or not we're having a GREAT TIME!!

MG ORGANISATIONS FOR OTHER OTHER MODELS OR TYPES

For 'T' Series MG's:
New England MG 'T' Register
Drawer 220
Oneonta, NY 13820

For MGA's:
North American MGA Register
2455 Glenhill Drive
Indianapolis, IN 46248

For MGC's.
American MGC Register
34 Park Ave.
Asheville, NC 28803-2056

MG CLUBS IN ENGLAND
The MG Car Club
P.O. Box 251
Abingdon Oxon OX14 3FA

Please mention the North American MGB Register when contacting any of the above, or our esteemed advertisers.

SPORTS CAR SERVICES
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The difference between a good clutch job and one that isn't is attention to detail. A clutch assembly wears gradually beginning the first time you use it, and you may not be aware of this progressive deterioration until the day you notice it starting to slip.

When you've reached the point where your clutch starts slipping, other wear is usually present as well. Stripping a clutch assembly frequently reveals a scored flywheel, wear in the release mechanism (especially the fulcrum bushing and slave cylinder pushrod), and quite possibly leaky hydraulics, too.

We charge $275.00 labor to overhaul a clutch here at Sports Car Services. In addition to fitting a new Borg & Beck clutch ($185.00 for MGA, $149.50 for MGB), we rectify the problems we just discussed and some other related ones too.

If the transmission input seal isn't leaking now, it will be later, so we replace it. On an MGB we also replace the engine rear main seal. Spongy motor mounts or an oversized pilot bushing won't enhance the action of a new clutch, so if it needs them, we replace 'em, and the radiator hoses too.

Want to know more about our services? Give us a call and we'll talk about MG's.

Same Day U.P.S. until 3:30
SERVICE • PARTS
The concept of the MG 1100 sedan was introduced by designer Alex Issigonis. The car has front-wheel drive and a transversely mounted engine. It was the second car in modern times to have front wheel drive the first being the Mini-Minor also designed by Issigonis. The body was sculpted by the famed Italian company Pininfarina. The MG 1100 was produced from 1962 to 1967 when it was superseded by the MG1300. The comfortable sized MG 1100 is said by many to have started the revolution to frontwheel drive now commonplace in the USA, Japan and elsewhere.

The large amount of relatively small car was 'Track' in their January 1100 has a really spacious front seats pushed to the travel, a long-legged, over-trunk space also received ever top honors were re-handling. According the March 1967 issue: "Clearly the best feature of the car is its handling and maneuverability which makes it an ideal vehicle for someone who must undertake a lot of driving in congested metropolitan areas". On the driving of this car "Road & Track" continued, "Touring in the MG1100 is great fun: the car is so very small and goes with such a rush, that travel cannot but be enjoyable particularly when one can use its size and agility to particular advantage as in traffic."

A technical innovation in the MG1100 was the 'hydrolastic' suspension system, a fluid mixture of water and alcohol transmitting suspension motion to rubber springs. "R & T" extensively tested this new suspension system and commented "The use of this fluid has permitted an interconnect(through pipes) between front and rear wheels, with the result that the suspension resists pitch and roll without being unduly stiff. Moreover flow control valves have been placed in the system to provide a damping action and so no separate suspension dampers are needed".

The car is fitted with a four cylinder 1098 c.c engine with twin S.U. HS2 carburetters and operates on a compression ratio of 8.9 to 1. The gearbox is a four speed manual transmission combined into the engine block and the brakes are disc type front and drums on the rear. This combination of features led to the MG 1100/1300 being named one of the Top Twenty post-war Classics by "Classic Car Mechanics" in their Spring 1987 issue.

MG1100's are now rather rare in the United States. My own Tartan Red four-door 1965 example I purchased new from a dealer on October 30th 1964 and frequently draws a crowd and is a great source of satisfaction to me. As Registrar for the 1100/1300's of the North American MGB Register and as the United States Registrar for the 1100 Club based in the U.K I would be
TECHNICAL TOPICS - with John Twist

In which our Chairman and Technical wizard answers a few of the most popular queries related to MGB running & performance.

Dear John,

I own a 1972 MGB with about 63,000 miles on it. At the time I purchased the car some of the pollution control equipment had been removed, including the air pump and the gulp valve, and the resulting holes had been plugged. The engine runs well except at idle. Vacuum at idle (when warm) is a steady 17 m/m of Hg. The plugs burn evenly and no appreciable oil deposits are present. Compression checks in the port revealed that all cylinders are within allowable limits.

Investigation of the idling problem following a carb rebuild revealed that it is all directly related to the crankcase breathing system. Disconnection of the line from the oil separator to the carbs. eliminates the idle variation and stalling. An additional finding was that the fresh air breather tube from the valve cover to the fuel vapor recovery canister emits vapors steadily, instead of drawing fresh air into the system. I am assuming therefore that the crankcase pressure is very high and is not being relieved by the oil separator

Why would this be so- and what can I do about it? There is no PCV valve in addition to the oil separator on this motor as far as I can tell. I would be grateful for your advice on the points I have raised.

Mike Clark, FL.

Dear Mike,

First you MUST have clean oil. If the oil in the engine is contaminated with gasoline, then the engine will not run correctly as it is virtually impossible to set the mixture.

The piston rings may not be doing a very good job of sealing, and the blowby might be too great-greater in fact than the ventilation system is designed to handle. This problem should get worse as the RPM's rise. With the entire system in place remove the oil cap from the valve cover and place a piece of paper on the neck. If the paper is drawn to the engine everything is fine-if it is blown off then the pressure is too great. Sometimes of course the hoses or even the oil separator become plugged, blow through these to ensure they are clear. However if you have blowby then ring replacement is necessary.

One final point, if you have HIF carbs. the chokes may be leaking-this is an increasingly common-and somewhat perplexing problem. There is an 'O' ring on the mixture control barrel and it must be renewed when the carbs are rebuilt, otherwise gasoline can enter the airstream. Hope you solve your problem soon.

Safety Fast
John.

continued on page 34
Dear John,

I have a 1967 MGB GT and have had work done on the front of the car due to a shunt! I also had occasion to replace the turn signal switch, and I now have a problem with the brake light, as when the brake pedal is depressed the brake lights come on—but so do the parking lights!

When the headlights are turned on, both filaments come on in the tail light/brake light bulb. In other words with the lights on I don't have brake lights because they are already on! I have checked and re-checked the system many times with the aid of the factory wiring diagram and I have also compared it with my '65 MGB but still cannot resolve the problem. Can you help?

Vernon Regier, CA.

Dear Vernon,

The problem you describe could be caused by three different sources:

1. The main loom to rear loom set of connections could be confused.
2. The wires at the tail light could be confused.
3. You could have a single filament bulb in the top bulb holder in the tail light.

The brake light wires are GREEN & PURPLE. The parking light wires are RED. Ensure that in the boot where the tail light wiring connections are made, the reds are connected to the reds, and the green & purple are connected to the green & purple. This is a very common problem especially if the lights have been disturbed during the painting process.

Safety Fast,
John Twist.

Dear John,

To improve the looks of the under-bonnet area of my 1973 MGB I am considering fitting a chrome finned valve cover. How important is it to reconnect the charcoal canister to the valve cover, and if so, how can this be done?

Lyn Hickman, PA.

Dear Lyn,

The finned valve cover (usually highly polished aluminium) is a nice addition to any engine. It is important to either fit the cover with a breathing cap, or better reconnect the charcoal canister to the valve cover and fit a sealed cap.

I have found that the easiest way to fit the canister hose into the valve cover is to drill a hole in the rear center of the cover, and tap that hole for a 1/4" pipe fitting. Many auto parts stores have a selection of 1/4" brass fittings. The one you require is threaded on one end and has a hose fitting on the other that will accept the 1/2" PCV line.

Safety Fast,
John Twist.

Dear John.

I have some 'growling' and 'clunking' from my differential when I accelerate. The MGB is a 1972 with about 140K miles on it. Any ideas?

Herb Benson, CA.

Dear Herb.

Check each 'U' joint for looseness—by rotating the drive shaft 90 degrees and checking each time, you'll have good idea of the condition of the U-joints. Also check the bolts connecting the drive shaft to the gearbox and differential flanges. Also is the drive shaft in proper alignment?

If you have not solved the problem at this stage then you will have to work within the diff. unit itself to replace the washers (or shims) behind the differential and pinion gears within the crown wheel carrier. It is a fairly straightforward operation and can reduce rear end clunks dramatically. You can perform the task at home with normal workshop tools and details on changing the washers are given in the Workshop manual, or any of the better aftermarket manuals for the MGB such as Haynes.

Safety Fast,
John.

Dear John,

My 1967 MGB which has subtle changes in the engine carries a pair of AUD 135 carburetters. Are these correct for the MGB? Also were the high compression pistons fitted to the 1967 MGB, flat top or slightly concave?

Ben Wennerstrom, FL.

Dear Ben,

The AUD 135 are specified for the 1965/66 model year—but the important features are: Needle size #5 (or #6 for a rich mixture). Jet size 0.090 and these carbs can be run with the Smith's PCV valve (the mushroom shaped valve in the center of the intake manifold.) By the way ensure that the diaphragm is supple and not cracked!

The pistons carrying the 8.8:1 (HC) compressions are slightly concave. The 8.0:1 pistons in the 18V engines are so greatly dished they resemble a soup bowl!

Safety Fast,
John Twist.

Thomas Gaylord - continued from page 30

pleased to learn about any and all MG 1100's, 1300's, MG Princesses, Austin America's and other 1100/1300 derivatives that still exist in the U.S. If you have one of these unique automobiles and have not already contacted me, please write me at 3180 Verdun Dr.NW Atlanta, Georgia 30305 or phone me at my office (404)894-2931 or my home (404)261-5083. You could also FAX me on (404)894-2979. Let's work closely together—our survival depends on it!
FROM OUR TECHNICAL COORDINATOR

BOB MASON

I recently received a letter from Carlyle Mitchell up there in Minnesota who has 1977 MGB. His questions were on three things, and I quote:

1. What should be the original color under the bonnet? Mine is currently black primer color. The car is Brooklands Green.
2. I need to replace the clutch—can it be done without removing the engine? I have read one article that says it can be done but I need better directions.
3. The air pump has been disconnected but not removed—should it be? If so what holes need to be plugged?

My reply to Carlyle is as follows:

1. All areas of the MGB were painted the same color at the factory, i.e., the underside of the bonnet should therefore be Brooklands Green. After repainting, rather than replacing the thick factory-type insulation pads, consider using G.M. or Ford type trunk carpeting in the front and rear sections of the bonnet. This type of material is usually available from any auto upholstery shop. Cut the material slightly oversized and use a spray contact adhesive to attach—trim the edges approx. 1/2" larger than the opening and tuck all the edges under the inner metal reinforcing panels for a neat fit and tidy appearance.

2. If you have a lift and several strong people to help, the standard non-overdrive transmission can be removed from beneath the MGB when replacing the clutch assembly, but if you have never done the replacement this way, it is best NOT TO ATTEMPT IT! Just resign yourself to removing the engine as described in the Haynes or Bentley workshop manuals. Always use new parts (not rebuilt units). With the engine out inspect the pilot bushing in the end of the crankshaft, the engine rear main seal, the transmission front seal and gasket, and the pivot bushing in the clutch throwout bearing fork. Replace with new items if needed. This will also be a good time to check out the rubber engine mounts and metal mounting plates for cracks, and your radiator and heater hoses for possible replacement.

3. The emission system works well and is long lived. As long as it is complete you gain very little by removing it in my opinion. Any opening in the system should be plugged or better yet reconnected. If you desire to remove the entire system (providing your state allows this), it is not too complicated and I could advise you on the somewhat lengthy procedure to follow, if you contact me again.

MG CAR CLUB NEWS

IT'S OFFICIAL! The North American MGB Register has been officially accepted as the definitive MGB Register for the MG Car Club in North America. Just before going to press we received this great news by telephone from Phil Richer, the Overseas Director of the Car Club, and this has several significant ramifications for the Register.

Allied to the MG Car Club, our Register is now part of the oldest and most original MG Club, an organization founded by John Thornley and friends, way back in 1930 with the full support of the MG Car Company. Despite a lean period in the mid-'70s, following the withdrawal of factory support by British Leyland and strong competition for members, the MG Car Club has since regained strength in numbers, is better organized, and has a progressive outlook to support MG drivers into the nineties. All the hard work and effort were rewarded by the MG Car Club being named "Club of the Year" by the leading auto publication in the U.K.—"Classic Cars" magazine!

The MG Car Clubs award winning publication "Safety Fast" has opened its pages to our Register and from time to time will carry a page of NAMGBR information and news from around the USA, to inform Car Club members in over 37 Countries how we and what we are doing! In addition we have established firm contact with the MGB Register in England, and exchanges of information, ideas, and numbers have already taken place. We urge all our Register members to join the MG Car Club for further details contact our Register Secretary at PO Box MGB, and watch this space for more exciting MG Car Club news!

MGB TRIVIA QUIZ ANSWERS

1. April 1967.
2. It was made to act as a reflector and had to be changed for safety requirements in the USA.
3. The British Motor Corporations Tractor & Transmissions Plant at Wards End in Birmingham. This used to be the old Wolseley Motors factory.
4. Two. However the MGB was launched with a 3 spoked wheel.
5. Dennis Ferranti Laminations of Bangor North Wales.
6. So as not to damage the sales of the Austin Healey 3000 in the USA was the official explanation!
7. Pininfarina of Turin, Italy.
8. The capacity was increased from 10 gallons to 12.
9. The first MGB prototype.
10. Don Hayter.

The MGB has been covered in depth in numerous publications but there are some books which are much better than others for the student of the history and development of the ubiquitous "B". We recommend for the serious student of 'Becology' the following which are available from the book department of "MG Magazine" P.O. Box 321, Oswego, NY 13825 and other major marque specialists such as Moss Motors and the Roadster Factory.

"MGB, The Illustrated History" by Lionel Burrell & Jonathan Wood.
"MG by McComb" (get the 1982 version!)
"MGB by McComb" also published in 1982.
"The MGA, MGB & MGC" by Graham Robson. Dated now being published in 1978.
"MGB-The complete story" by Brian Laban, published in 1990.
SELL-SEEK-SWAP!
The market place of the North American MGB Register.

For Sale

***STAR BUY***

1971 MGB ROADSTER as featured on cover of 'British Car' magazine and many other publications, also seen in Moss Motors advert. $50K on rebuilt engine and new overdrive trans. Blaze with Chrome Wire Wheels, early grille, new clutch kit, new panel kit, new carpet kit, new brakes, always covered and maintained with every possible care. Reluctant sale due to marriage and acquiring an instant family! Call Bob Cote on 1-800-235-6954 (9 to 4.00 pm EST)****

1974 1/2 MGB GT, Yellow, 130K miles, complete with parts to complete restoration including 2 new doors, 2 new rear quarter panels, rocker panel, and new front and rear brakes. $1000.00 obo. Dennis (805) 685-3076.

1978 MGB Roadster, Brooklands Green, Good top, some rear wheel well rust. $2000 O.B.O. Call (219) -769-8496. Laura.

1968 MGB Roadster. New top, four new tires, with rebuilt front suspension. Recent engine rebuilt at 84K miles. $2800 o/b. Dick Anderson (708) -392-7714.

1980 MGB 43K miles, runs well, little rust. $2800 o/n. Bob Ruderman (708) 432-4018.


1980 MGB Red w/Black int. 18K miles, original owner. $6500. Wayne Bellson (804) 426-2543.

1974 MGB 54K miles. Orange w/Black top-no rust-sharp! $2500 Kurt Krug (217) 244-2698 (eves).

1975 MGB Roadster Completely rebuilt top to bottom, new brakes, interior, carpets. Repainted & has 2 liter race engine from England with side draft Weber's and many extras $8000-not for the faint hearted! 217-429-4444 (days).


1980 MGB Blue w/Tan int. 110K miles, runs great, some rust. $2800 OBO. Pat (508) 692-3780.

1970 MG Midget, Wire wheels, radio cassette, drives good, needs top and minor bodywork. $1600 (508) 724-3318.

Parts

Lots of MGB spares, hood, fenders, trunk lid plus many others. Mass. Roger (401) 767-3133.

WHERE TO 'B'!

Forthcoming events of interest to MGB Drivers. Please check before departing for the meet for up to date information.

April 14th 1991
Dover, NJ. Moss Motors Best of Britain Show. (201) 361-9358.

April 20th 1991
MG Car Club, Louisiana Center British Car Day. Roger Gibson (504) 887-2725.

May 11th 1991
South Carolina. SEBMOC Braille Rallye. (803) 576-4228.

May 18th-19th 1991
Emerald Necklace MG Spring Warm-Up, Cleveland Ohio, (216) 226-7024.

May 25/26th 1991

May 31st thru June 2nd 1991
Heartland Regional MG Festival. Topeka, Kansas. (816) 353-2554.

June 1st 1991
All British bash, Louisville, Kentucky. (502) 893-8880.

June 8th 1991

June 8/9th 1991
Santa Maria, CA. North-South MG Meet. (818) 999-0352.

June 9th 1991
Springfield, IL. All British Show, (217) 744-3365.

June 16th 1991
Chico, California - All British meet. (916) 342-1821.

June 26th-29th, 1991

June 30th 1991
5th Annual British Car Day. Cincinnati (518) 858-3071.

MGB Convention. Chicago (708) 858-8192.

MGA Convention, Huntsville, AL. (805) 566-1467.

University Motors Summer Party. Grand Rapids, MI. (616) 245-2141.

June 8th 1991.
Moss Motors MG Marque Day. Goleta, CA. 1-800-235-6954.

August 9-11th 1991.