

THE MG DRIVER

Journal of the North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

Vol. 32, No. 5

September/October 2022



MG 2022 Review Peterborough, Ontario



Slice of Heaven

Moss is the source of quality parts designed to preserve the spirit of true motoring excellence.

HELPFUL CUSTOMER SERVICE

KNOWLEDGEABLE TECH SUPPORT

INDUSTRY-LEADING 2-YEAR WARRANTY

QUICK EAST & WEST COAST WAREHOUSES

800-667-7872

Visit us online at MossMotors.com

THE NORTH AMERICAN MGB REGISTER

MG 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 MG. 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 in the **North American MGB Register** is open to all, with no restrictions. Ownership of an MG is not a condition of membership. **NAMGBR** Regional Chapters will be pleased to welcome you to their events. Membership dues are \$30 per year. For membership details or further information write to:



NORTH AMERICAN MGB REGISTER

P. O. Box 876

Downers Grove, Illinois 60515-0876

Toll-free: 800-NAMGBR-1 • www.namgbr.org

6 2 6 - 4 2 7 1

OFFICERS OF THE NAMGBR

CHAIRMAN: Larry Norton
2515 Wild Iris Ln NE,
Dacula, GA 30019
chairman@namgbr.net
(404) 386-1151

VICE-CHAIRMAN: Terence Allen
291 Taylor Road
Lexington, Ga 30648
484-547-3611
vicechairman@namgbr.net

SECRETARY: Leeann Looft
1542 Wayne Road
Wilmington, OH 45177
937-382-5159
secretary@namgbr.net

TREASURER: Karen Timian
15317 E Via Del Palo
Gilbert, AZ 85298-9754
480-899-3272
treasurer@namgbr.net

PUBLICITY COORDINATOR: Richard Liddick
5237 Glen Arm Road East
Glen Arm, MD 21057
410-698-7338
Publicity@namgbr.net

MGCC UK COORDINATOR: R. Alan Magnuson
7754 S. Waco Street
Centennial, CO 80016
303-437-0527
MGCC Liaison@namgbr.net

CONVENTION/AGM COORDINATOR: Tony & Lynne Burgess
318 Hampton Park
Westerville, OH 43081
614-899-2394
conventionagm@namgbr.net

TECHNICAL COORDINATOR: Dave Braun
104 Tipps Ct
Georgetown, TX 78633
(612) 237-0904
technical@namgbr.net

COORDINATORS OF THE NAMGBR

EDITOR: Robert Rushing
2530 Clifton Ave
St. Louis, MO 63139
314-614-4671
editor@namgbr.net
THE MG DRIVER

ADVERTISING & PRODUCTION COORDINATOR ART DIRECTOR Charles E. de Bourbon
PO Box 293
Del. Water Gap, PA 18327
570-460-6370
advertising@namgbr.net

REGALIA COORDINATOR: Brandon "Brando" Fox
183 Meadowview Drive
Montoursville, PA. 17754
(503) 407-2528
regalia@namgbr.net

WEBSITE COORDINATOR: Jeremy Anthony Kinsey
P.O. Box 686
Lake Geneva, WI. 53147
webmaster@namgbr.net

SERVICE RECOMMENDATION COORDINATOR: Bruce Wyckoff
10975 Aspen Trl.
Zeeland, MI 49464
616-566-3713
services@namgbr.net

EDITORS EMERITUS: Kim Tonry

FOR REGISTRAR INFORMATION, PLEASE SEE PAGE 65.

The North American MGB Register is affiliated with the MG Car Club England. The MG Car Club was founded in 1930 and is the original, factory supported, and approved organization for all MGs, with the club headquarters situated in Abingdon-on-Thames close by the birthplace of all MGs.

The North American MGB Register is a 501(c)7 Not-For-Profit Corporation.

MG Driver Magazine ©2022 All rights reserved. Any part of this publication may be reproduced by members and member clubs only, with the expressed credit given to "The MG Driver Magazine" — Editor Robert Rushing.

All images in this MG Driver ©2022-BGAS studios.com/Charles de Bourbon, unless otherwise noted.



Reports

Robert Rushing
Page 5 • Editor's View

Larry Norton
Page 8 • Chairman's Chat

Terry Allen
Page 9 • Vice Chairman

Karen Timian
Page 10 • From the Treasurer

Leeann Looft
Page 11 • Secretary Report

Registers

Post Abingdon Registrar • Mark Jones • Page 13
MGC Register • Bruce Fehlman • Page 14

Features

Letters of Intent Treasurer • Page 6
Letters of Intent Secretary • Page 7
Reader's Ride • Pages 23
From the Garage • Page 59
Classifieds & Where to B • Page 66

Articles



What a Trip!
Rex and Jeanine
Page 17



Pride of Ownership Award
Page 46



My Sports Car Racing
Memories
Frank Gruen
Page 24



The Don Hayter Award
for Most Original MG
Page 47



MG Vintage Racers Focus
Page 29



Spirit of Abingdon Award
Page 48



MG 2022 Report
Robert Rushing
Page 31



MG 2023 Calgary, Alberta
By Andy Hardie
Page 49



Thornley Spirit Award
Larry Norton
Page 30



How to Make Your Car Run
Better Without Much Cost
(Part 2)
By Barry Rosenberg
Page 51



Results & Photo Essay
Robert Rushing
Chas de Bourbon
Page 34



MGC Front Suspension Rebuild
Alan Vinegar and Joel Rivard
Page 53

Editor's View

Robert Rushing
Editor

The MG Driver



Well, as I predicted in the last issue – everyone had a great time in Peterborough for MG 2022. I had fully anticipated being tarred and feathered for some of the mistakes I made with the update articles within earlier issues of this fancy birdcage liner; however, it wasn't held against me, and I only had to suffer through a couple well-hidden Whoopie cushions and a few "Pinch Me" signs being taped to my back.

It really was a great event, and you could tell how much work the MG Car Club of Toronto put into making it a success. Makes me wish that I could have been at that first convention back in 1992. As it was, this 30th anniver-

sary reunion of the start of all this summer fun was packed with enough things for two conventions so it was kind of like I had gone to the other one after all.

If you missed it or can't wait till the next one, we have a sneak preview of MG 2023 in Calgary. I've started planning for the trip and have begun preparing by watching re-runs of "Corner Gas" to get ready for crossing Saskatchewan. As someone passing through on the show said, "There's nothing to see here." Only to have Brent reply, "What are you talking about? You can see everything here with none of those pesky mountains or trees gettin' in the way."

Robert 



On the Covers



Front: MG 2022 Show field.

Back: Top, entering the MG 2022 Show field.

MGs lined up on the MG 2022 Show field.

Letter of Intent Treasurer

I would like to announce my intent to run for election for the position of Treasurer of the North American MGB Register (NAMGBR) to the membership. Based on my prior experience performing the role and the fact there is a current yet unplanned need I felt I would again step forward for the role.

Growing up in England, I always liked the MGB, although they stopped making them just before I was able to drive. Additionally, the concept of a convertible in England was rather odd to me, given the amount of rain. The countryside in England is nearly always green, and there's a reason for that! For me MG ownership didn't occur for a good number of years and with an emigration across the Atlantic involved.

After about one year of ownership, I discovered the real meaning of "MG, the marque of friendship", within the MG Club of St. Louis. The help, knowledge sharing, and friendship I found there was amazing, and, with the help of club members, I went from barely understanding the basics of an oil change to installing overdrive gearboxes, rebuilding engines restoring a 72B and getting hooked on NAMGBR Concours aspects of the annual conventions.

In order to try and give back to the club and the MG community, I helped update the local club website and subsequently rebuilt the website entirely and developed another for the club's car show. I also took over as newsletter editor for three years and supported the events chair by doing the accounting for two years before taking on the full events role for a year. For NAMGBR I rebuilt a new web site and fully integrated online payments for renewals and regalia. Most recently I was the treasurer from October 2015 to 2017.

With a professional career background in retail banking, electronic card payment transaction processing, process optimization, and project management, I hope to be able to build on the work done by the current and former Treasurers to safely manage the financial aspects of NAMGBR ensuring a financially sound club for the benefit of all members.

I hope the members will entrust me with this responsibility and allow me to serve them and NAMGBR again in this role.

Yours sincerely
Simon Dix

Letter of Intent Secretary

I am surprised how fast time flies!

It was six years ago I finished my second term as Secretary of the North American MGB Register.

In the four years I served, there were many changes and modifications being made to the day-to-day running of NAMGBR.

And like the old adage about leaving the position better than you found it, I know that Larry Norton and Leeann Looft have done a great job to moving the office and the operation of NAMGBR forward as well.

So, when the thought of being a part of the continued growth and advancement of NAMGBR crossed my mind, I couldn't resist the challenge.

This is my letter of intention to seek the elected position for Secretary of NAMGBR for the next two years.

My name is Bruce Wyckoff and I have been a life-long member of NAMGBR since its inspection in December 1990. I have served this organization since the beginning holding positions of Vice Chairman, Midget Registrar, Service & Recommendation Coordinator, Chairman, and Secretary in the past. I also worked with my wife, Connie when she served as Regalia Coordinator for ten years.

As the Secretary of NAMGBR, I will see the daily operation of this organization runs as smoothly and efficiently as possible. I know the challenges needing to be faced on a daily basis and I believe I am more than ready to manage the tasks at hand.

NAMGBR was formed on the principle that every member and chapter will have a voice in this organization. I will continue this ideal and ensure the continue growth of NAMGBR in a positive direction.

I would appreciate your support in guiding NAMGBR for the next two years.

Safety Fast!

Bruce C. Wyckoff
NAMGBR # 0-109

Chairman's Chat



Larry Norton
Chairman
NAMGBR

This issue will have many memories of MG 2022 from Peterborough, Ontario. The MG Car Club of Toronto put on a great show and there was something for everyone. If you missed it, you could relive it through the articles in this edition.

Thanks to all for becoming members of NAMGBR. I would like to point out that we have many registers within the organization. If you thumb toward the back of the magazine, you will find them listed. If you have not submitted your car to one of our registrars, please consider doing so.

Has your club re-affiliated with NAMGBR? We need this to happen each year to insure we have the President/Chairman's contact information. We will be sending out electronic ballots for this year's officer elections that go to the head of your organization. If you have submitted, thank you. If you don't remember, please contact our Vice Chairman, Terry Allen, to find out the status. His information is in the front of *The MG Driver*.

Driving season is in full swing and most of you have either been to a show or are planning to go to one. Why not

draft an article and submit it to our editor? He always welcomes input from our membership and will publish it space permitting as soon as he can. Does your club publish a newsletter? If so, why not send a copy to our publicity coordinator, Richard Liddick and our editor Robert Rushing. Did you realize that articles in *The MG Driver* can be used for your local newsletter? Just give credit to the person(s) and publication.

Many local shows can be listed on our website by submitting a flyer/information to our webmaster/editor and get nationwide exposure for your club.

A final note, our AGM, Annual General Meeting is taking place in Minneapolis this October. Please see details in this and future issues and know that all members in good standing are welcome. Please enjoy your cars and friendships made through these little British cars and be safe in your travels.

Safety Fast!

Larry 

British Car Specialists
Since 1957

- Restorations
- Used Parts
- New Parts
- Service
- Repairs

**MGB
MGA
Midget
MGT**

209-948-8767
2040 E. Wilson Way • Stockton, CA 95205
www.BritishCarSpecialists.com • Fax: 209-948-1030

Vice Chairman

Terry Allen
Vice Chairman
NAMGBR



Wow what a ride! Of course, I am referring to my trip up and back to MG 2022 in Peterborough, Ontario. I mapped out my drive, about 1,150 miles from my home to Peterborough. The route I choose was mostly secondary, taking me through small towns and beautiful mountain roads. South Carolina, North Carolina, Virginia, and West Virginia.

My first night stop was at a small campground in Hico, West Virginia. That was a 12-hour drive from my house, with three hours of heavy rain. At least it was not raining at the campground. Day Two, I was up early and on the road by 8 am. Another day driving through beautiful West Virginia, Pennsylvania, and western New York. Another campground, this time I arrived around 5pm, which gave me plenty of time to set up camp, eat dinner, light a campfire, and map out my last leg of my trip. The car ran great, but not happy with the gas prices.

Day Three, I left the campground and stopped for breakfast at a little dinner that had a bunch of vintage cars in the lot. After socializing with the owners and a great breakfast, I was on my way. Got through the border crossing at the Peace Bridge in Buffalo. Now in Canada, I knew my GPS would not work, so I relied on my cell phone (note I did call my cell phone company and verified that I would have service in Canada, of course they lied). I fought my way thru Toronto traffic and was cruising along when I noticed that the phone stopped mapping. A trip to a local convenience store for a map showed that I was now 20 miles

past my turnoff to Peterborough. Back on track, I arrived at the host hotel, greeted by a lot of familiar faces and bottles of ice-cold water, which was much needed.

Now to fill you all in on the back story, it was 1992, NAMGBR's first convention was in Peterborough at the same host hotel. I was there with the same car, so I felt I needed to revisit there 30 years later. Wow did it change! (Or I don't remember it!)

Peter Mittler, Jeremy Holdsworth, and their whole team did a fantastic job hosting this event. You could tell they had done a lot of planning for this convention. There was something to do every minute of the day and parking lot parties at night. I am sure their will be more stories in this issue, it was one I will never forget.

I decided only to stop one night on the way home, so I used mostly highways. After driving over 550 miles each day. As I arrived home and entered my driveway, my car died. Kind of reminded me of the chase scene in the movie The Blues Brothers when they arrived at the courthouse and their car fell apart. It was like my car needed a break and was not going to go any further. Turns out it was a failed condenser in the distributor. All fixed now.

This is the last article I will be writing as your Vice Chairman. At the time of this writing, we have one candidate for the position - Jeremy Holdsworth. I know him very well and I know he will do a great job, bringing some fresh ideas with him. Thank you all for the four years I served as your Vice Chair!

Terry 

From the Treasurer

I'm writing this on June 30th and I just received my Jul/Aug issue of *The MG Driver* where I said "I'm back". Now I have to say I'm leaving, but this is good news. A candidate for the Treasurer position has submitted a letter of intent to complete the rest of the current term. I must admit I've enjoyed being on the board and being a part of what the organization does and didn't mind returning to help out.

That said, I went back in my *Drivers* and found it was about this time last year that I mentioned the increased amount of magazines being returned to us as undeliverable. The returns increased even more significantly this year, which in turn created a lot more work for Kim Tonry, who takes care of our Post Office Box. Virtually none of the addresses were incorrect but, as we discovered, had to do with people wintering elsewhere. The Post Office will redeliver them at no cost if the address is right, but this doesn't alleviate the work verifying the addresses with the member(s) and then returning to the Post Office for remailing. Not only that, but it doesn't solve the mid-winter issues where people haven't returned, like Jan/Feb or Mar/Apr.

A suggestion was made that people notify the Secretary of the winter address when they are leaving for their second home, and then again when they return home so it can be changed back. This has to be timed right, since the *Driver* is usually mailed the month before each issue date, but it could control a lot of these problems. This does put more work on the Secretary for the mailing lists on those issues. Please consider paying the USPS fee to forward all your mail.

On to the MG 2022 convention in Peterborough... We

Karen Timian
Treasurer
NAMGBR



had a wonderful time and what beautiful countryside (especially after the Arizona heat!) We had booked our flight (I know, I know) with Air Canada, which was the only one I found with a direct flight from Phoenix to Toronto. They seemed somewhat hectic, but we made our flights in both directions, with no cancellation, issues in four hours each way.

One reason I really wanted to go was the Locks. Incredible engineering! We were lifted 65-feet in the air to join the river at the elevated level. We were amazed at the trip and the story behind it. It beat the Panama Canal by a mile. The Scottish Tea and its story were also very interesting. (The scones and biscuits accompanying the tea were delicious!) Rich went to Tech Sessions one day while I went to the Petroglyphs and lunch. Again, a lesson, not just in ancient history, but also the Indian tribes in the area. A day well spent! Many thanks to the MG Car Club of Toronto for putting this on. Until next time . . .

Safety Fast!

Karen 

MILLER GARAGE
PETER MILLER



206 Hudson St.
Cornwall On Hudson, NY 12520
Divecop@aol.com

845-224-5439

Secretary's Report



Leeann Looft
Secretary
NAMGBR

I hope everyone is having a great driving season so far this summer! I was not able to make the trip to MG 2022 due to family commitments, but I have enjoyed all the pictures and stories. A round of applause to the MG Car Club of Toronto for such a successful show. The 2023 show in Calgary Alberta sounds just as amazing, can you imagine the road trip you could plan for this scenic drive? The dates for Calgary MG 2023 are July 17-20.

One event we were able to attend this summer was the GT-47 in Colorado Springs, Colorado. My husband and 11-year-old son took off from Ohio in our 1958 Midget for a guy's road trip. My daughter and I joined this four days later. We had so many great experiences, drives and laughs the MG Car Club-Rocky Mountain Centre really went above and beyond for all the attendees. On a side note, our son

Emerson does not recommend Pikes Peak in a 1958 car, he was a little green by the time he reached the top.

The Thornley Challenge is going strong, I have enjoyed so many of your pictures so far this summer. Some of our members have some great imaginations, keep it up, we love it!

This will be one of my last letters as secretary, as my term ends in October, and I will not be seeking re-election. Thank you to all the members that were so patient with me as I learned the position and for sharing all your stories and experiences with me. I hope I will get to see all of you one last time at NAMGBR's Annual General Meeting Saturday, October 22, 2022, in Minneapolis, you will find all the details one our website at

WWW.NAMGBR.ORG

Cheers,

Leeann



Since 1968 • Knowledgeable staff • Same day shipping • Best prices!

Quality New & Used Parts for MG T-Types and MGB

Everything you need to keep your MG on the road

800-225-0251

www.abingdonspares.com

NAMGBR Annual General Meeting

Saturday, October 21~23, 2022

Article and images provided By Tony Burgess – NAMGBR Convention Coordinator

This year's NAMGBR Annual General Meeting (AGM) will be held the weekend of October 21-23, 2022, in Minneapolis, Minnesota, at the Hilton Minneapolis-St Paul Airport.

Since our 2023 Convention will be in Calgary and we held our 2019 AGM in Calgary, we decided to reduce our travel expenses this year and hold the AGM in a location with convenient flight connections. This allows our members from Calgary and most of the USA to easily attend without multiple flight connections.

On Saturday morning, Mark Brandow, Owner of Quality Coaches in Minneapolis, (and on the MG 2001 committee in St. Paul) has offered to open his shop to us for a tour with coffee and doughnuts. Quality Coaches has been in business over 40 years and specializes in MGs, other British, and many domestic and foreign marques.

Due to our limited timeframe, we have arranged with two restaurants next door to Mark's shop for lunch before we head back to the Hilton for the AGM.

Since space is limited in these two restaurants, we have created a website (AGM REGISTRATION PAGE – see below) so you can choose which of the two restaurants you'd like to have lunch. Please complete this registration process so the restaurants can plan accordingly on a busy Saturday morning.

The weekend's schedule is as follows:

Friday night (October 21)

6:00 pm– Meet and Greet at the bar in the hotel

7:00 pm – Dinner at the hotel

Saturday (October 22)

8:00-9:00 – NAMGBR Officer and Coordinator Breakfast Meeting

9:30-11:30 – Tour Quality Coaches (about 15 minutes from the hotel)

11:30-12:30pm - lunch

1:00-5:00 – NAMGBR Annual General Meeting in the hotel meeting room.

6:00pm – Dinner (offsite)

Sunday (October 23) - Check out and travel home

Our Host hotel will be the Hilton Minneapolis-St Paul Airport (3800 American Blvd E, Bloomington, Minnesota 55425) and we have rooms blocked for Friday and Saturday nights (Oct 21-22) at the rate of \$139/night plus tax. There are also a few rooms available at this rate starting on Thursday night. To book your room, please phone the Radisson on (952) 854-2100. Our Group Code is "NAMGBR-AGM". There will also be a reservation link on the AGM Registration Page.

Again, to help us with our planning, we have established a registration website, so we know how many to expect for Friday and Saturday's activities. Please logon to our secure website and complete the few short questions. [HTTPS://BRITCAR1.REGFOX.COM/NAMGBR-AGM-2022](https://BRITCAR1.REGFOX.COM/NAMGBR-AGM-2022)

PLEASE LET ME KNOW (MGOHIO1@GMAIL.COM)
IF YOU HAVE QUESTIONS REGARDING OUR
ANNUAL MEETING.



Post-Abingdon Register

Wow, MG 2022 was so much fun! After two years of somewhat hibernation, it was so good to get out and see so many friends and to make many new ones. Thanks to the MGCC of Toronto for organising a great event.

We had a great turn-out of 10 Fs and TFs, the biggest gathering to date for an NAMGBR convention.

One of the highlights of the event for me was co-hosting the MGF head gasket tech session with Ian Pogson. Ian gave an informative talk about the history of the K-series engine and the reasons for head gasket failure and how to fix the problem. One of main reasons for head gasket failure was the use of plastic locating dowels rather than steel (darn bean-counters tried to save a penny). My input to the presentation was bringing along props such as a cylinder head, uprated multilayer steel head gasket, and a few other bits. I also talked about my experience replacing a failed head gasket. I think it was a really good presentation and it was well attended, thanks to everyone that came along to listen to Ian's talk.

John Stevenson gave a tech session on MGF code-reading and trouble-shooting and was kind enough to provide a real-life trouble-shooting example: an MGF that would not start. There was a lot of head scratching as to why it wouldn't start because there was

Mark Jones
Post-Abingdon
Registrar
NAMGBR



spark and there seemed to be fuel. When the fuel pump was removed from the tank, it was discovered that the fuel pump's original hoses had been replaced at some time and the replacement hose was too short and the clamps appeared to not have been tightened enough. With time the hose pulled away from the two ends of the pump assembly and no longer able to send fuel to the injectors. The fix was simple: a longer hose and better hose clamps!

The drive home turned out to be eventful for us. Travelling west on the 407 through Toronto the low coolant alarm went off in Judy's F. We quickly took an off ramp and pulled over on a wide shoulder and discovered bright green coolant running out onto the ground just ahead of the right rear wheel. A call to CAA saw a flatbed arrive in under 30 minutes and within an hour we were on our

way home, both of us now travelling in my MGF. At home I pulled the cover off the engine and was expecting to find dried coolant residue all over the side of the engine, but I didn't. What I found was a hole in a coolant hose. I should have replaced all of these coolant hoses years ago, but I didn't. That evening a sizable order was placed with Rimmer Bros in the UK.

MGC Registrar



Bruce Fehlman
MGC Registrar
NAMGBR



Greetings from the road! I left Kalispell, Montana, on Wednesday June 8, made for Williston North Dakota. Next day, I made good time across North Dakota to Minnesota. Friday June 10, I drove down to Duluth and then camped right on Lake Superior. The weather was good until the middle of the night when it started raining.

Dave Gardner from Illinois showed up and we traveled northeast towards the Canadian border and then camped in Grand Marais, Minnesota, approximately 30 miles from Canada. While sitting up camp, we met Shawn Allen and his wife Sue, down from Thunder Bay. This proved to be fortunate. Shawn is a retired mechanic, so he and I hit it off (and he saved our bacon later!)

That afternoon, we found Dave had a flat tire. Luckily, he had a spare and a new tube. I told him we should save the spare and change the tube.



Changing the tube in the campground without any tire tools was a challenge to say the least using the weight of the car lowering down on the tire broke the beads. Another camper was watching. I asked if he had any talcum powder in his trailer, he did! So, I was able to coat the new tube, get it together and fill it with the little compressor I carry in my car.

We were across the border on Sunday and on our way to meet up with a contingent from western Canada led by Andy Hardie. We were three miles from the meeting point when Dave flashed his lights. His left rear tire had gone flat! I'm so glad we replaced the tube on the other flat instead of using the spare because the spare was definitely needed now! We threw the spare on and continued, soon meeting up with the Calgary group.

Since we were

near where he lived, we called our new friend Shawn Allen who had a lift and a tire machine. We headed to his house and I went to work! The tube in the left rear was shredded, but we still had the old tube from the right rear. I located the leak and patched it, then reinstalled and reassembled the wheel/tire using duct tape for a tube protector. The best part is that his wife Sue made us lunch!

The next few steps Dave noticed the clutch pedal degrading and needing regular additions of fluid, by the time we got to Canadian Tire Motorsport Park, the pedal would not come back at all! Fortunately, being a vintage race and MG being the feature marque, we had several paddocked MG teams to ask if they had a clutch slave cylinder, finally finding a racer who had a brand new one in the box! And he would let us use his jack and stands to do the swap! We were in luck or so we thought upon installation and bleeding, the new one leaked worse than the old one - Like someone turned a faucet on! I disassembled and checked, found nothing wrong, worked the rubber cup



lubed and reassembled reinstalled, but it still leaked.

Once again, we walked around the paddock, but no one had a rebuild kit. Checking the cylinder upon our return, it seemed to be down to a trickle, finished bleeding and told Dave we would try to find one in Peterborough. Jeremy Holdsworth sent out a plea to members for a B

clutch slave and we were overwhelmed by the response! Luckily, arriving at Peterborough, we found that the fluid level had not dropped, and all was working well. Dave's GT got second in class and his stunning TC race car received 1st in class for models.

So, perseverance prevailed! I think all these impediments made the trip far more interesting and challenging. Coincidentally Sue's brother, Paul, was at the racetrack and found us. So besides meeting many old and new friends at Peterborough, we met several very helpful people along the way. What a great community to be a part of!

P.S. - Dave, I enjoyed the challenges for sure, glad you were able to keep your sense of humor!

Bruce 



HAGERTY®

**IS PROUD TO
SUPPORT**

THE NORTH AMERICAN MGB REGISTER

MEMBERS RECEIVE A 5% DISCOUNT*
800-922-4050 | HAGERTY.COM

***U.S. POLICIES ONLY. NOT AVAILABLE IN CA, MA AND TN.**

What a Trip!

Article & Images By Rex and Jeanine Wanlass, #32-10099

Sixteen days, twelve states, 6,580 miles, and only one pair of shoes. Hello, my name is Rex. Oh! Next to me is my “cup holder”, Jeanine, wife of 49 years, plus my date for three years of high school...”

That is how we started out a letter to the mayoral offices of the sixteen cities we were hopefully spending one night and part of one day at on our trek from Santa Monica, California to Jacksonville Beach, Florida, and back to Santa Monica, in our 1962 MGA. That first sentence has nothing to do with why we wrote our letter, so we'll get back to that in a second.

In this letter we asked two questions (we had never been this way before): What is the one place we should visit, and where is the one place we should enjoy our evening meal? Places that will make our short stay a memorable one. To our amazement thirteen of the sixteen responded!

We dined on burgers, steaks, chops, sea food, and vegetarian dishes. We ate fried food, baked food, steamed food, bar-b-que food, and even “Shut the Cluck-up” spicy chicken. Some of the food was good, some of it great, and some of it so-so. That has nothing to do with the quality; it is about what you like, don't like, and what foods you were raised on. So, we ate at the places that they suggested. If they took the time to respond to us, then we dined there. That being said, we ate in a diner, beside a river, under the stars while listening to live Cajun music, pizza in our hotel room, at a historic Harvey House and at a 150-year-old steak house. None were better, none were worse, and all were different.

We saw a gun that killed an outlaw member of Butch Cassidy's Wild Bunch. Toured an experiment in extended space travel that included a one-million-gallon ocean with a living reef. We climbed into caverns.



Visited memorials to fallen heroes and innocent victims, both bringing tears to our eyes. We saw historical places and locations, sandy white beaches, and blue/green oceans. Walked into buildings dating back to the 1700's. We strolled trails and famous streets. We saw blue sky, swamps, deserts, tree lined freeways, and snow topped



mountains to rolling green hills. Route 66 memories, along with places that inspired the "Cars" movie.

We saw wealthy neighborhoods and humbling abodes. We went from sea level to over 7,500 feet (If your SU carburetors are tuned for sea level, they don't like seven thousand feet). We did all this with the top down and at 60 MPH. You can see, but you can't hear with the top down. With the top up the results are the same. It still leaks in the rain as others will no doubt also attest to. Did you know putting in the side windows succeeds in making the inside of the car hot and steamy, while fogging the windscreen?

During our planning we used the internet to contact as many British car clubs as we could, asking for assistance should a major issue arise. This had minimal and limited success, as many of the published lists are outdated, obsolete, incomplete, or had web addresses that were nonexistent. Those that we were able to reach were very receptive (what a relief!). Thankfully

we never needed help.

We also contacted parts suppliers and publications. One of them, Jim Howe of Hemmings Motor News, gave us this advice, "If it goes around, moves up and down, or in and out, it is subject to failure." So, we filled the trunk up with parts and tools. If anyone needs brand-new, in-the-box parts, please call for pricing.

Not sure if it was dumb luck or if my limited mechanical abilities are better than I think, but we only had one issue. That was losing a nut on a bolt holding one air cleaner on, letting the thing fall down and thus choking out the engine. This happened less than 100 miles out on our first day. Bad Omen we thought. This required us to find what must be the only auto parts store in the world that not only didn't have a 5/16" nut, but also no 1/4" nut and bolt about one and a half inches long. Thank you zip ties! We had a rock (out of nowhere) put a chip in the windshield on day two. And at some point a rear brake cylinder start-



Little British Car Co, Ltd. Vintage Motors, Ltd.

Visit us at LBCarCo.com for more information.

29311 Aranel, Farmington Hills, MI 48334

We sell ALL parts for your MG or other British car at discount prices.

LBCarCo@LBCarCo.com • 248-489-0022 • Call Jeff Zorn



New British Leather Style Driving Gloves

String back, full or half finger styles.

Half finger \$30 per pair

Full finger \$35 per pair



LED Headlight Bulbs & Kits

JUST \$129.99! LED BULBS START AT \$4.25

Large selection of LED bulbs for your Classic Cars in 6 and 12 volt negative and positive ground at affordable prices. For Instruments, Brake/Tail, Indicator lights and more. Longer life, lower power draw and lower temperature than incandescent or halogen bulbs.



Bonnet (Hood) Liners

Personalize your LBC. Available for MGB, MGA, Midget, Sprite, TR3, TR6, TR7/8, Triumph Stag and Lotus Elan.

Prices from \$110 w/logo.

Prices are subject to change without notice.

**Moto-Lita
Steering
Wheels**

**Petronix
Ignition
Systems**

**Moss Distributor for
your LBC parts needs
at DISCOUNT prices.**

**Gunson
Tools**

**Tops
& Tonneaus
Made in UK**



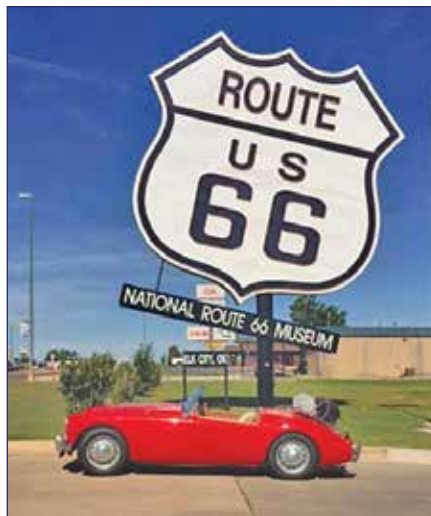
ed to leak. We used one quart of oil, 1/2 pint transmission oil, and about 1/3 of a pint of brake fluid. Also topped off the carbs twice with oil. All-in-all we felt pretty darn good about all that. Lucas (?) did smile down on us.

Planning this voyage took over one year of research and discussion. Along with arguing, routing, planning, and plenty of doubts and questions regarding my sanity on the part of my “cup holder”. But, once she saw the silliness of her trying to confuse the issue with facts, she got on board and there was more discussion, routing, arguing, and planning. Where to spend the night, places for gasoline, side trips, pee stops. As far as hotels, we opted for a chain that offered free (right!) breakfasts with your stay. That way it saved one argument a day. Our route east pretty much followed inter-



state 10, exiting when we could find a side road. And west we followed 40, again getting off whenever to see the sites.

I must admit, Jeanine did all of the route planning. I washed the car. She arranged all the hotel bookings, called restaurants for dress standards, and asked if reservations were needed. She checked if museums were open the day when we were passing by. She used internet map sites, AAA, and their “Trip Tik” service and called friends and family of friends that knew people along our trip. She discovered which

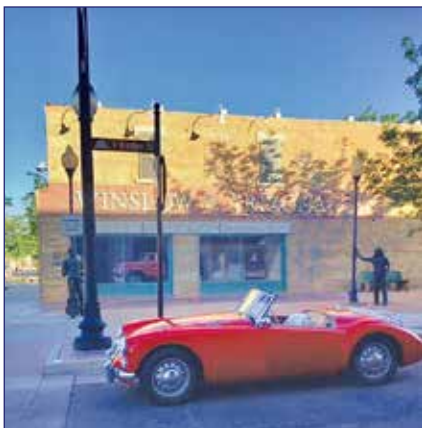


Recurve? Rebuild? Restore?



Need distributor work for your British automobile?
Let's talk.

612-804-5543
ADVANCEDDISTRIBUTORS.COM



hotels had laundry service and made sure we had change and detergent to wash clothes every fourth day. Tip money for the maid and breakfast staff she also handled. (Don't forget those people, they work very hard for not much money). I put the gas in the car when needed.

And that brings us back to that One Pair of Shoes. Now you don't have to be a car lover to know MGs are small. And if that small car's trunk is full of unneeded parts and tools, that leaves you only the luggage rack for clothing. And like everything else with an MG, it is small. On a trip like this you are not going to attend any gala balls or theater houses. Fancy late night dining will not be an option, because you need to get up early the next morning to stay on schedule. The people that see you in that outfit and SHOES today will never see you again, so don't worry about them. We packed five pair of socks, five pair of underwear, five t-shirts (hers depicting her work, mine depicting California sites that would make the locals we encountered envious), and two pair of pants. One swimming suit. And yes. Only ONE pair of shoes.....or

so I thought. Upon arrival at our first stop, and after a needed large glass of wine, we were dressing for a quick dip in the pool when out popped thongs. Really! We had agreed to only one pair of shoes. My wife reluctantly agreed on this, but she agreed none the less. However, she had lied. But, no, she protests, thongs are not shoes. Really? Thongs are shoes, I argue, just like those other thongs I bought you years ago were underwear. I lost that argument then also...

The following are just some random thoughts about our trip, or yours if you are lucky enough to go: No matter what state you drive through you are going to encounter the twits in their monster trucks with oversized knobby tires that want to race past you at 100 MPH plus. Like "The 59th Street Bridge" song says, "Slow down, you're movin' too fast. You got to make the Morning Last." This is not a race; this is not a rally, and you may never be this way again. Can't stress enough about enjoying a slow pace, the sound

On The Road Again Classics

Classic & British Auto Restorations & Repairs



Restorations, Paint & Body Shop, Detailing,
Mechanical/Electrical Repairs, Specialty
Parts, Classic Car Showroom



16840 Joleen Way, G-4 Morgan Hill, CA 95037
Office: 408.782.1100 Fax: 408.779.0938
e-mail: rachel@OTRAClassics.com
www.ontheroadagainclassics.com



of your engine and “getting off the beaten path”. Take time to appreciate all the attention you and your car get. Listen to each and every story from each and every person. Even when they run-on about their past “drives.” They do envy what you are doing and just want to be part of your trip.

Go with someone you LIKE, as least as much as you love. You are going to be together twenty-four hours every day. Except for maybe when you’re in the bathroom and then your mate will probably be pounding on the door because they want in. So, you’ll still be hearing their voice. And if you’re in a two-seater, you will be touching all day long.

When driving down a freeway, even at 60 MPH the navigator should only use the word “right” as a direction. Any other usage may take you down unfamiliar (like everything else isn’t) road. Also, when telling the driver to exit at “Exit 15C”, remember B, C, D, & E sound just alike with the roar of diesel trucks whizzing past. Again, offering the possibility of exploring sites you had not planned to see. When you leave your neighborhood, you will now be the one with the funny accent. They all speak normal.

The South is humid, and your medications will stick together, trust me! There are places you



can’t buy wine on Sunday and there are gas stations where tubs are full of 32oz canned beer iced down. Really!


NOW GO OUT AND HAVE FUN!



Readers Rides

Article & Images By Pete & Carolyn Westbay



Here is our 1976 MGB with five-spoke custom wheels from Victoria British. We installed a 5-speed transmission from a Nissan 280ZX, added seats from a Miata, twin HS4 Sus, and an oversized manual fan we got from the MGA Guru. 

TRIUMPH RESCUE

Parts • Service • Restoration

610-845-8217

Fax: 610-845-3518

617 Walnut Street

P.O. Box 185

Bally, PA 19503

email: triumphs@triumphrescue.com

- ♦ MG's
- ♦ Jaguar
- ♦ Austin-Healey
- ♦ Land Rover
- ♦ Triumph
- ♦ Aston Martin



LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVING ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753
(631)369-9515

<http://www.AppleHydraulics.com>



My Sports Car Racing Memories

Article & Images By Frank Gruen, Canadian Classic MG Club

It is interesting what seems to trigger a deep-rooted memory. Sometime in the past year I was viewing a couple of TV episodes of Chasing Classic Cars with Wayne Carini restoring a rare 1937 Bugatti 57SC Sports Tourer. Wayne mentioned the hood needed replacement as it had been modified by adding louvres to aid cooling when it was raced in the sunny Caribbean island of Trinidad. That woke me up. You see, I was born in Trinidad, then the British West Indies, and as a kid I went to the races at Wallerfield, an abandoned US Air Force airfield near the capital, Port of Spain. My neighbour's dad raced his Ford Zephyr there and I was invited to join them at the track. In the early fifties I saw the Bugatti race against a Jaguar XK120 which was a very exciting experience. I caught the bug there and developed the desire to race. At the age of 12, the only track racing I could participate in was on my "fixie" track cycle (Hobbs) imported from England.

Moving ahead a few years, I attended University in New York and then immigrated to Montreal in 1960. I bought a Triumph TR3A in 1961, a sports car that was designed to



perform. Equipped with studded snow tires installed all around, it was even driven through blizzards to go skiing in the Laurentians.

However, my passion for racing did not go away as I frequently attended races at St Eugene in Ontario near the Quebec border (motorsports were not allowed in Quebec on Sundays). My life changed significantly and in April 1966 I ended up driving my 1958 Oldsmobile 88 to British Columbia.

Six weeks after arriving, I became the owner of a brand new MGB bought from Gordon Brothers on the corner of 10th and Alma in Vancouver. I can still remember the full price was \$2995, but I was able to negotiate a 10% discount saving me an extra \$100 to have a Blaupunkt car stereo installed. At the car's first oil change and overall checkup (1000 miles), the service manager, the late George Hollinger who many of our Western Canadian readers probably knew, invited me to join him at a weekly Royal City Sports Car Club meeting held at the Russell Hotel in New Westmin-





ster. I vividly remember that it was a great experience. I joined the club and quickly began to participate in gym-khanas/slaloms on vacant mall parking lots that were available because all stores were mandated to be closed on Sundays. To add to the challenge, I also ended up competing in autocrosses that were time trials held on courses laid out in gravel pits.

That poor, almost new MGB! Enjoying both those skills and being quite successful at them, I also got into rallying, but usually as the navigator. My highlight was winning first overall at the Triad, a competition held on three consecutive Sundays with over 100 entries. Points were accumulated

by one's results in an 8-hour Rally in the Valley, a Slalom on a paved asphalt parking lot, and an Autocross in a Langley gravel pit on Carvolth Road. I was now fully engrossed in the sport to the extent that I was elected President of the Royal City Sports Car Club in 1969 and also VP of CASC (Canadian Automobile Sport Clubs) BC Region.

The urge and passion to go racing had become even stronger. Financially, I could not afford to buy a racecar and fund a season of racing, so a compromise had to be made. I decided to make the minimum safety changes required for ICSCC (International Conference of Sports Car Clubs) production car racing, to modify tuning and suspen-



sion settings, and to buy new radial tires. I would continue to keep the car as my daily driver. I took drivers' training at Westwood and then drove the obligatory three novice races in order to get my racing licence. I got good at cutting out MacTac numbers and letters for one time use at the track. However, it was a frustrating experience as I was not really competitive and finished in the middle of the group. I then made the decision that my beloved MGB would become a racecar. One of my friends, Bob Vallance, volunteered to be my mechanic, crew, etc. for the following season and he even moved into my house. Over the winter, we exploited every production rule to the letter, had the relatively new engine rebuilt (balanced, ported, and polished, largest allowable pistons and tolerances), made suspension mods, installed alloy wheels and racing tires, removed the upholstery and windshield, and upgraded the brakes. We had a car trailer built. My daily driver

was now replaced by a somewhat rusty 1955 Chevrolet Sedan Delivery Wagon that was then used as our tow car and parts carrier. We could not wait for the season to start.

The MG was classified as F Production, a very competitive class that included quite a number of well prepared Bs, a Healey 100-6, Fiat Abarth, Morgan Plus 4 and 4/4, Porsche 1600S Speedster and 1600S Coupe (all 88 HP), Triumph TR3 and TR4. Races were held in BC at Westwood and in Victoria, in Portland, Oregon, and in Seattle (Kent), Spokane, and Yakima, Washington. We took the class wins at three of the venues, won the overall race at the Portland Rose Cup weekend (my favourite trophy) and ended the season being tied for the Conference Championship in F Production in spite of one DNF due to a faulty transmission. It was a really memorable season. We entered and were quite competitive at both the Ioco and the Knox Mountain Hillclimbs. We even took a trip to



A BRITISH COMPANY SUPPORTING BRITISH CARS





**ALL THE
PARTS
YOU NEED**

PARTS & ACCESSORIES
FOR MG MODELS
1962 ONWARDS



Trust us to deliver...**Worldwide.** Millions of parts in stock.





Parts service also available for Triumph, Land Rover, Rover, Mini & Jaguar '86 on.








**ASK FOR A
FREE
CATALOGUE**

Triumph House, Steelcroft Road, Bracebridge Heath, Lincoln, LN4 2NA, England
 Telephone: 1-855-746-2767 Toll Free | Fax: 01144 1522 567600 | E-mail: bsales@rimmerbros.com
www.rimmerbros.com



Edmonton for the opening of Speedway Park, a new well-designed auto racing facility. I had the pleasure of competing in the first production race held at that venue. The long season finally came to an end, and it was a success. I decided to “retire” and sell my beloved B with all the spares I had built up.

I was now out of sports cars and my daily driver was a 1957 Chevy 2-door post. I certainly missed the sport until the 1969 arrival of the new Datsun 240Z to BC. I took delivery of the showroom demo model at White Spot Datsun (now Morrey Nissan) and within a week added all the safety requirements and basic modifications to make it legal for ICSCC D Production racing. It became my daily driver but was also very competitive at the track. At season’s end, I secured a number of championship awards. I “retired” again and sold the car. Graduate School at the University of Waterloo beckoned, and I moved there the following year. I completed the academic portion of the program and started the research for my thesis in twelve months before returning home to BC.

The following summer found me without a ride, but I was invited to be a substitute driver on a Datsun Racing team. I drove a few races, but the experience was not very satisfying. More importantly, the urge to go racing did not go away. For the next season,

I acquired a well-prepared H Production MG Midget package sponsored by Greenberg and Loftson Motors in Coquitlam. My results were very good, and quite often I found myself vying for position against cars in higher classification brackets. I ended the season in 2nd place overall, having finished 3rd in the last race of the season at Portland’s Delta Park after losing time from spinning out on the rain swept course. The season was over, another trophy was put on the shelf, and it was time again to “retire” and sell the racing package.

Winter arrived and the urge to race returned. I competed in a number of ice races at Barnes Lake and was very careful not to damage my wife’s new Honda Civic which I entered without her full support. But this did not quell my desire to return to the track in the summer. A friend of mine, the late Art Bayne, was operator of Jon’s Pizzarama on Hastings Street, a favorite gathering place for local sports car buffs. He owned and mechanically prepared a CASC G Production Austin Healey Sprite (Bugeye with 1098 cc engine). Art offered me the ride if I agreed to try to qualify for the 1974 Canadian Nationals which were being held in the late fall in Gimli, Manitoba. We had a good season and actually qualified.

I vividly remember that the trip towing the car to Gimli was somewhat of a logistics nightmare, but eventually



we did get there in time for practice and qualifying. The fall weather was cooling off and it even snowed a few inches at the track on Saturday evening. We qualified well and finished second in the race (despite a blown head gasket with two laps remaining). The engine was overheating and losing power but was presumably saved by the oil cooler. It was surely a long trip for a half-hour race yet was very satisfying. My decision to finally “retire” was made on the flight home from Winnipeg. It was made much easier, given that my wife and I wished to transition to the boating scene on our newly acquired power boat “Casca-dura”. The Sprite was eventually sold at Art’s estate auction. I tried to buy it but was outbid, and, in this relatively tiny world that we live in, it ended up in the

Ian Newby collection of projects.

The highlight of my motorsport activities came in 2015 when I was inducted into the Greater Vancouver Motorsport Pioneers Society in the Sports Car, Road Racing and Rallying sector.

[HTTPS://WWW.GVMOPS.ORG/INDUCTEE/FRANK-GRUEN/](https://www.gvmops.org/inductee/frank-gruen/)

I no longer own a 1966 Morgan 4/4 or a 1995 Morgan Plus 8 but have acquired a 1979 MGB Limited Edition that I enjoy driving. For longer trips, we use our 2015 Corvette Coupe. I currently co-organize well-attended (pre-Covid-19) quarterly luncheons for the alumni of the long-defunct Royal City Sports Car Club. In addition to being a member of the Canadian Classic MG Club, I also belong to the Pacific Morgan Owners Club.





Glenn's MG & British Car Repair

Glenn Lenhard
3130 39 Avenue North
St. Petersburg, FL 33714
727-521-9890
glenn@glennsmg.com
www.glennsmg.com

**Florida's number one
choice for British Car
repairs and restorations**



www.britcar.com

MG Vintage Racers Focus Event

Canadian Tire Raceway • June 16-19

Vintage MG racing fans were treated to a great weekend of racing at the Canadian Tire Raceway (Mosport) culminating in an All MG Race (well, there were a few Triumphs) on Sunday afternoon. It was a lot of fun to watch and a great way to kick off convention week at MG 2022.



Some MG 2022 attendees getting a parade lap between races.



John Thornley Spirit Award for 2022

Article by Larry Norton



This years Thornley Award recipients, Shoviak family from Waterville, Ohio

This award is a framed original oil painting by Dennis Warf of the first works MGB GT to compete in an international event. LBL 591E was placed in the prototype class of competition at Sebring. A gift to NAMGBR from the MG Car Club of England, it is given on loan to the current recipient with the understanding that is their responsibility to have the print at the next year's convention to be presented to the next recipient.

Named after John Thornley, first Secretary of the MG Car Club of England, long time General Manager of the MG factory in Abingdon, and respectfully known as Mr. MG, this award is given each year to the person, couple, or family that best exemplifies the spirit and enthusiasm of owning an MGB, MGB/GT, MGC, MGC/GT, Midget, 1100/1300 Sedan, or Post Abingdon MG.

Each year the Executive Board of the North American MGB Register reviews a list of deserving candidates and makes the decision on the indi-

vidual or family who merits the Spirit of Thornley Award.

The winner receives this beautiful, framed print to display in their home for one year. After the year is completed, the recipient receives a plaque with the same print as a permanent symbol of their induction into the Registrar's family of previous award winners.

Last year's recipient, Peter Cosmides, with the British Motor Club of Southern New Jersey, joined NAMGBR as a charter member # 0-160 in 1990 and was presented with his permanent award plaque during the awards banquet.

This year's recipients have been long-time members of the North American MGB Register and active supporters of their local clubs. They have attended multiple conventions and raised two great daughters that have also been infected with the MG bug. Please join me in recognizing the 2022 John Thornley Spirit Award winner, the **Shoviak family Tony, Janet, Lian, and Maya** from Waterville, Ohio. 🍷



MG 2022 Report

By Robert Rushing



The convention marking the 30th anniversary of our first convention is now in the books. It took place where it all started in Peterborough, Ontario, in 1992. Now, thirty years later, we were back at that original hotel and meeting up with a number of same members who attended that original event and hosted by our first hosts – the MG Car Club of Toronto (who have now hosted four NAMGBR conventions: MG 92, MG 2010, MG 2015, and MG 2022).

It kicked off with a Meet and Greet on Sunday night after the first day of registration packets being handed out. Co-chairs Jeremy Holdsworth and Peter Mittler and their organization committee were well-prepared with stations set up to make sure that material and regalia were handed out quickly and with little hassles. One of the unique items available for pick up were 8-packs of MG 2022 beer from Henderson Brewing. The eight cans came with pictures cars from some of the different NAMGBR classes. All attendees were given a special gift of a very nice umbrella with a large MG octagon stenciled on it.

Monday was the first full day of the convention. The first event was a tech session on Carburetor Rebuilds by our very own NAMGBR Technical

Coordinator, Dave Braun. Unfortunately, Dave couldn't attend, but with the miracle of modern technology, we were able to use Zoom to hold the session and it worked great!

Out on the parking lot, John Stevenson held a talk on the MGF and MGTF. As un-luck would have it, our chairman, Larry Norton, had flown up to the convention in order to pick up his brand new 1996 MGF only to have a problem with getting it to run after it was unloaded from the truck. On the other hand, having his engine bay exposed while the issue was investigated really helped with the session. During the talk, Dr Ian Pogson, one of the chief engineers of the MGF/TF showed up to discuss some of the common problems and history of the design.

For non-car related events, Wanda Hulcoop held a demonstration on Alcohol Ink Printing. Some of those who attended (who will remain nameless) thought it involved drinking alcohol, but, in fact, it is floating ink in alcohol then transferring the ink to another medium. Very cool stuff! Sharon Pogson held a class on the art of embroidery and there was a tour to visit to view the largest collection of ancient petroglyphs in Canada at a protected First Nation sacred site. Later in the afternoon was a tour and boat

cruise along the Trent Severn Waterway to the famous Peterborough Lift Lock – the largest hydraulic lift lock in the world!

Getting back to car activities, a Funkhana was held at a local college parking lot. Dr Pogson gave a talk on K-series Engine Head Gasket Failures. John Twist held a seminar on engine rebuilding and Graeme Jannaway gave a discussion on the evolution of the MG Midget and the changes that occurred during its production from 1962-1979.

After a very busy day, attendees attended a parking lot party hosted by the MG Car Club of Toronto with hotdogs, brats, sliders, sodas, and a kicking DJ playing classic hits that took us in to the night.

TUESDAY got started with the famous John Twist Rolling Tech Session. Cars lined up early and kept the MG Master busy all day. Also on the technical front, Steve Himel gave a talk on electrifying an MG Midget along with a viewing of the car he has con-

verted. Dave Lambert with Autoglym went through the ins and outs of car detailing. Alex Plestid lectured on MG Restorations and Moss Motor's Kelvin Dodd was on hand to cover electrical fault finding (with a live demonstration later in the week with his hotel room's air conditioner and members of the Peterborough Fire Department).

One of the coolest events of the convention was the Hagerty Driving Experience for younger folks (or young at heart) who wanted to learn how to properly drive a manual transmission. Instructors were on hand to go through the basics then gave the students some actual time behind the wheel to try out their new skills.

Non-car events for the day included an art gallery tour, a felt craft and embroidery discussion by Iris Weverman, a tour of the Hutchison House Museum along with a Scottish Tea, plus another tour of the Peterborough Lift Lock. The big event of the evening was a barbeque at the Lang Pioneer Village which gave guided tours to at-



- **Knowledgeable and friendly service**
Not just order taker clerks. We know and love MGs.
- **Quality parts**
We buy from many different suppliers and know what brand parts are good quality.
- **Same day shipping**
Nearly all orders go out the same day they are ordered.
- **Compare our prices**
You will find that our prices are some of the lowest in the industry. Reasonable shipping charges too.
- **Easy to use website**
Features pictures of the parts – See what you are ordering. Order online or feel free to call for personal service.

Phone 503-245-3806 • northwestimportparts.com





tendees through the restored village to see what life was like in the early years for settlers. After dinner, a trivia night was held at The Maple Moose Pub with lots of tough MG and pop culture questions.

WEDNESDAY was the big car show at Nicholls Oval Park which had plenty of shade and onsite facilities. Around 200 MGs were on the field with all classes covered, except for MG 1100/1300s (mainly because the Loofts weren't able to make it this year). Multiple vendors were on hand along with a coffee truck, an ice cream truck, and a food truck that had the best peameal bacon sandwich I've had in a long time.

During the show, the MG Olympics were held where competitors tried their skills at tossing sparkplugs into tires, transferring lug nuts, naming different MG parts, and a whole host of other MG-related fun for all ages. (I had recommended the stock MGC iron head caber toss but was overruled.) Also, during the show, the traditional valve cover races took place with a great slopped run-off area that

really let the racers stretch their legs.

After a sunny day admiring all the great cars at the show, everyone made their way back to prepare for the banquet and awards ceremony. In addition to all the usual speeches and special awards handed out, Dr Ian Pogson was the special guest speaker for the night and regaled us with some very humorous stories and fascinating tidbits of MGF/TF history. He spoke very highly of the new MG models that are being produced now and the bright future he feels is in store for the marque.

Most of the time, the banquet marks the end of the convention, but this year the Calgary MG Car Club hosted a pancake breakfast on Thursday morning before everyone left to help promote next year's convention – MG 2023 – in Calgary, Alberta, which is on the edge of some of the most beautiful parts of the Canadian Rockies.

Thanks again to the MG Car Club of Toronto for hosting MG 2022. Another stellar convention in the record books!





Classes Results

Class 01 MKI Pull Handle 1962-65

1st	Jen Steeves	Johnstown, ON
2nd	Harry Mueller	Novi, MI
3rd	Reginald Loraine	Burlington, ON

Class 02 1965-1967 MGB

1st	Tony Shoviak	Waterville, Ohio
2nd	Martin Handforth	Picton, ON
3rd	Frank Mancuso	Goulais River, ON
4th	Nick Ferrant	Yardville, NJ

Class 03 1968-1969 MGB

1st	Andrew Penny	Ottawa, ON
2nd	Bill Sellers	Ajax, ON
3rd	David Kray	Williamsville, NY

Class 04 - 1970-1972 MGB (Recessed Grille)

1st	Richard Gross	Middleburg, FL
2nd	Robert Rushing	St. Louis, MO
3rd	Trish Adams	Oxford Mills, ON
4th	Ken Bickerton	Thornbury, ON

Class 05 - 1973-1974 MGB (Honeycomb Grille)

1st	John Leible	Lockport, NY
2nd	Terry Allen	Lexington, GA
3rd	Ralph Poupard	Essex, ON
4th	JP McGraw	Windsor, ON

Class 06 - 1974 1/2 - 1976 MGB

1st	Darry Resmer	Lively, ON
2nd	Graham Creswick	Chatham, ON

Class 07 - 1977 -1978 MGB

1st	Simon Dix	O'Fallon, MO
2nd	Todd Steeves	Johnstown, ON
3rd	Richard Jaunzemis	Harriston, ON
4th	Donald Violette	Rosemere, QC

Class 08 - 1979-1980 MGB

1st	George Barbari	Tonawanda, NY
2nd	Myron Sielski	Welland, ON
3rd	Beverly Rice	Orchard Park, NY
4th	Michael Galvin	Pittsburgh, PA

Class 09 - 1979-1980 MGB Limited Edition

1st	Kathy Goodman	Beavercreek, OH
2nd	David Handley	Strongsville, OH
3rd	Edward Haas	Nazareth, PA

Class 10 - 1965-1971 MGB-GT

1st	Geoffrey Dix	Ottawa, ON
2nd	Graham Cooper	Milford, OH
3rd	Bill Chambers	Mississauga, ON

Class 11 - 1972-1974 MGB-GT

1st	James Herbert	Calgary, AB
2nd	David Gardner	Morton, IL
3rd	Steve Sharpe	Westminster, MD

Class 12 - 1974 1/2 MGB-GT

1st	Greg Glassner	Strongsville, OH
-----	---------------	------------------

Class 13 - 1973-1976 MGB-GT V8

1st	Terry McClain	Charlotte, NC
-----	---------------	---------------

Class 14 - MGB Modified

1st	Ben Clark	Saugatuck, MI
2nd	John Baker	Kelowna, BC
3rd	Mike Foster	Columbus, OH

Class 15 - 1961-1974 Midget (Chrome Bumper)

1st	Paul McDonald	Kanata, ON
2nd	Andy Hardie	Calgary, AB
3rd	Ian Macnab	Haliburton, ON

Class 16 - 1975-1979 Midget (Rubber Bumper)

1st	Paul Ford	Grand Bend, ON
-----	-----------	----------------

Class 18 - 1968-1969 MGC

1st	Robert Cram	Barrie, ON
2nd	Mike O'Neil	Oshawa, ON

Class 19 - 1968-1969 MGC-GT

1st	Bruce Fehlmán	Kalispell, MT
2nd	Alan Vinegar	Thornhill, ON
3rd	Lian Shoviak	Waterville, OH

Class 20 - Post Abingdon Other

1st	Jordan Jones	Kanata, ON - RV8
2nd	Bob Riddell	Whitby, ON - RV8

Class 21 - MGF/TF

1st	Neil Liddiard	Brooklin, ON
2nd	Keith Holdsworth	Thornhill, ON
3rd	Ken DeLeeuw	Ormond Beach, FL

Class 22 - MGT & Prewar

1st	Michael Draga	Ajax, ON - TD
2nd	Glenn Abbott	Lutherville Timonium, MD - TD
3rd	John Harkness	Riner, VA - TF

Class 23 - MGA

1st	Randy Smith	Mount Vernon, NH
2nd	Glenn Mackay	Mississauga, ON
3rd	Philip Habib	Hudson, QC

Class 24 - Other MG

1st	David Smittle	Ada OH - YB
-----	---------------	-------------

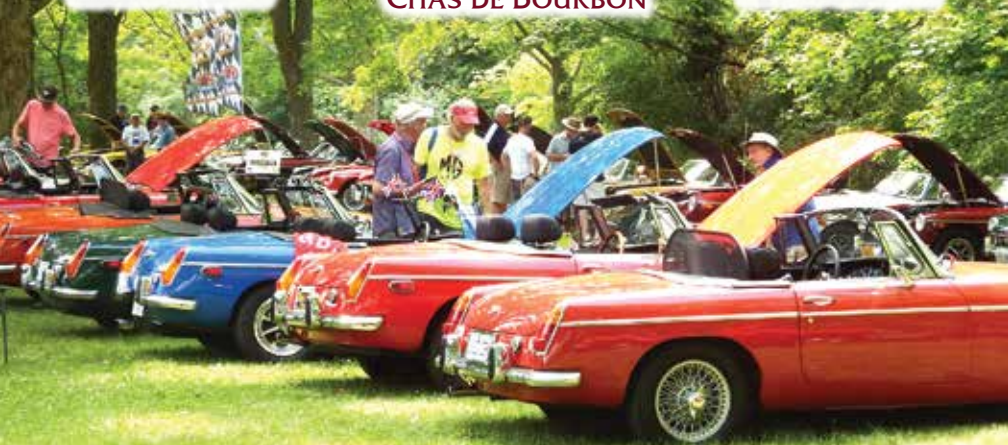
Class 25 - British Other

1st	Alex McLeod - Peterborough, ON - TR3
2nd	Robert Somma - St Charles sur Richelieu, QC - TVR
3rd	Melissa Gonzales - Pingree Falls, IL - Mini Cooper



PHOTO ESSAY

ROBERT RUSHING
CHAS DE BOURBON









Tour Guide at Lang Pioneer Village.



Hagerty Driving Experience



Embroidery Sessions



Valve cover races.



Autoglym car detailing discussion.



MG Restorations talk.



John Twist rolling tech session.



The wait for John Twist.



MGF-TF discussion



Twins

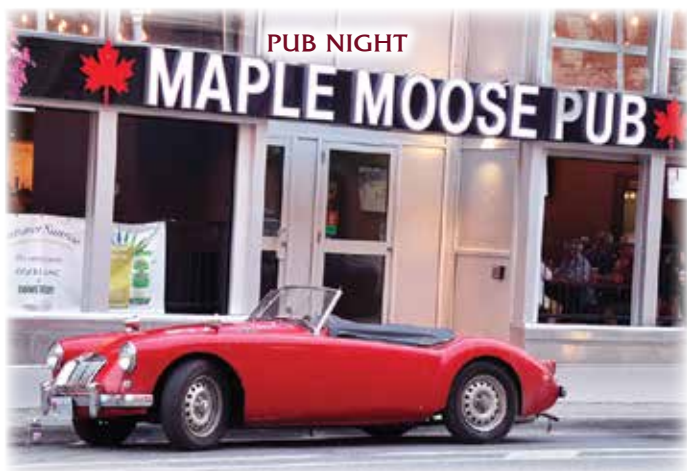




Same group, 30 years later.

BARBECUE





BOAT TOUR



AWARDS BANQUET



Pride of Ownership Award

This award is for a car that is clearly loved. It may be highly modified, driven great distances, or showing a lot of wear, but there is no doubt there is a strong sense of pride for the owner. This year it is the very well used 1971 MGB GT of **Gary Lowrie** of Dewey, Arizona!



The Don Hayter Award for Most Original MG

This award is for a NAMGBR car that has been kept or restored to its original state as much as possible. No doubt about it that this 1974 MGB GT V8 of **Duncan Taylor** of Hudson, Quebec, deserves that honor



Spirit of Abingdon

This award is for the MG and owner that demonstrates the Spirit of Abingdon at its best. In this case, **Reginald Loraine** of Burlington, Ontario, displayed his 1964 MGB that he purchased brand new, took on his honeymoon, and many other adventures. After 30 years of being off the road and more rust holes than Swiss Cheese, Reginald restored a car that many others would have abandoned!



MG 2023 – MGs in the Foothills

–Calgary, Alberta – July 17th - 20th

Article & Images By Andy Hardie

As I write this, my wife Donna and I are still on the road home from a memorable MG 2022 in Peterborough. Our friends the MG Car Club of Toronto put on a great show, and have set a high bar for us in the Calgary MG Car Club to measure up to, but measure up we will.

For some, Calgary will be a mammoth trip which requires a lot of planning, (like Ontario was for us) but the rewards in making the journey can, and will, be many. Besides the opportunities to explore the many and varied points of interest across this vast continent on the way to Calgary, there is the destination itself. There will be more on Calgary and southern Alberta in future articles, but for now, I will focus on getting here.

Calgary is nestled in the eastern foothills of the majestic Canadian Rocky Mountains, a world class destination and gateway to Canada's Mountain National Parks through its state-of-the-art international airport should flying in be the best choice for your travel plans. By road, the city is well served from all points north, east, south and west. Calgary lies approximately three and a half hours north of the US border at Sweetgrass, Montana/



Coutts, Alberta, (The northern terminus of Interstate 15) a 24-hour port of entry.

For our closest neighbors in the central, western, and southwestern parts of the US, there are many non-interstate routes to consider, with interesting and historic places like the

Oregon Trail, Mt Rushmore, the Crazy Horse monument, Yosemite, Yellowstone, and Glacier National Parks, just to name a few. There are interstate routes, and many non-interstate routes to put a smile on your face, especially if coming from the mountainous states of the far west. Routes from central regions can easily be “tweaked” to include some of the roads further west, and up into Alberta by way of Glacier Park or eastern British Columbia.

From the Midwest and the northeast, the vast prairies stretch out before you, but

Rusty Moose Garage

From The Experienced Guys Inside University Motors



Specializing in Complete Restoration	Mechanical Body Interior
--	--------------------------------

616-301-2888
www.rustymoosegarage.com

Trusted by MG Owners Across The USA For Over 25 Years

there are endless attractions along the way to break up the seemingly endless landscape. There is a beauty to these wide-open spaces too, and some interesting and significant history to be explored in the

Mississippi and Missouri river systems. You can follow both these river systems to their sources in Minnesota and Montana respectively, and be scant miles from the Canadian border in doing so. Explorer and early trade routes within the USA and southern Canada laid the foundation for much of the transportation infrastructure which we rely on and take so much for granted today.

From the Deep South, and Southeast, the journey is a very long one, but no less interesting. The challenge here really is one of time and stamina, because significant doses of both will be required if coming by road.

There are options of course, such as the one my wife and I used to get to Traverse City in 2019 and Peterborough 2022. We trailered behind our motorhome and made the trip a hybrid camping/MG touring holiday over several weeks. Retirement has its perks. You can still plan a trip to this convention and enjoy everything that it has to offer even if your tolerance for driving only stretches to day drives from home. Non-stop flights to Calgary (airport code YYC) from more than a dozen major airports throughout the USA on various carriers are available, as well as "direct" flights from many more using major hubs like Denver, Chicago, Los Angeles etc. Internationally, we are served by non-stop flights from London UK, Amster-

dam, Frankfurt amongst others.

Canadians coming to Calgary have fewer options perhaps, but no less interesting and historic a country to explore. The Trans-Canada Highway is one of the longest continuous routes in the world, spanning over 4800 miles from St John's Newfoundland to Victoria British Columbia. Coming from Atlantic Canada may be a stretch, but I had a friend with a '27 Model A Ford hot rod make the trip to Nova Scotia for a national event a couple of years ago, so why not an MG from there to Alberta?

I can tell you from experience, the trip around the top of Lake Superior is spectacular beyond words. Likewise, the trip to Calgary from Canada's west coast, has some of the most spectacular mountain scenery anywhere on the continent along the way. If driving is not an option, non-stop flights to Calgary operate out of every major city in Canada (and some not so major) on either Air Canada or West-Jet, in many cases both airlines.

Travel in your MG, your everyday car, camper, airplane, or combination(s), but make plans to be in Calgary for NAMGBR's annual summer gathering, July 17-20, 2023, we will have the "WELCOME" mat out, and plenty of Western hospitality to savor. You can look forward to more information on Calgary and Southern Alberta, and details on the finer details of the convention, its schedule and events in upcoming issues of *The MG Driver*.

The MG 2023 website will be live and registration available in the coming weeks, once we have had the chance to circle back and secure events and venues from the cancelled due to Covid 19 2020 convention. Oh! And don't forget to make sure you have a passport valid through December 2023 if coming from outside Canada.

GENUINE



SPARES

ZENITH

"Parts for the Solution"

BRITISH SUPERIOR

Replacement Parts For SU & Zenith Carburetors

JOE CURTO INC.

Specializing in S.U. & Zenith-Stromberg Carburetors, British Car Parts and Repair

22-09 126th St.
College Point, NY 11356

718-762-SUSU (762-7878)
FAX: 718-762-6287

www.joecurto.com



How to Make Your Car Run Better Without Much Cost (Part 2)

Article & Images By Barry Rosenberg, British Car Service

In the last issue, I wrote about repairing your distributor and promised to tell you how to set the timing so you could crank your engine. Well, there is a little trick I use every time I pull a distributor whether for a tune up or a full engine overhaul. Before I remove the distributor, I take long thin bladed screwdriver and mark the distributor housing with two small nicks between the ends of the hold down clamp. It just takes a small tap on the screwdriver handle to make these marks. Now, since the distributor can't go in 180-degrees out, you can put the timing where it was before pulling the distributor out.

And while talking about the clamp; look closely at it and you will see the two mounting flanges are slightly offset from the big hole. Install the clamp with the mounting flanges down, in contact with the engine and the center hole upwards. This allows the clamp to grasp the base of the distributor in a more solid position.

And while talking about this, when you pull your distributor out, look at the boss the clamp grabs and see if it is "hollow". If so, sometime during the rebuild, fill this void with JB Weld and smooth off. JB Weld is easy to file flat when cured. This is one area that can ruin a distributor when the hollow boss cracks as you over tighten the clamp screw, and the distributor will not be held tightly in position.

So, now that you hopefully



have marked your distributor before removing it, you can put it back in the engine and set the timing very close to where it was before screwing with it. The engine should start once you connect all your wires and turn the key. A huge word of warning: **DO NOT CONNECT YOUR PETRONIX BACKWARDS!** They have zero, absolutely no tolerance for being connected backwards. Maybe I should have mentioned to mark the wires before pulling them off the coil, but you know I do not like Petronix.

Not that I want you to hook the wires backwards but if you just do the tiniest flick of the wire to the wrong terminal, you get to buy another Petronix. So be extremely careful.

So, let's assume that you are installing a Petronix instead of points in the rebuild. You can still use my marking method and it should be close

enough for the engine to fire. If you want to get your timing closer before replacing the cap and rotor, try this; use a thin needle and stick it next to the magnetic black round part, ring or reluctor, that fit over your distributor cam. It will stand straight up in one of 4, 6, or 8 locations around the ring.

With your rotor temporarily and loosely installed, rotate the distributor until the rotor points at the number one location on the cap. Remove the rotor and turn the distributor a little bit until the needle is lined up with the pickup center. (It would be nice if Petronix would mark the location of the tiny magnets in the ring.) Remove the needle without sticking yourself and finish installing your wires and gently snug the clamp screw.

Leave it just loose enough to still be able to turn the distributor and we are ready to crank the engine and set the timing. Hopefully you have installed new spark plugs and put a dab of anti-seize on the threads and snugned them. If your carbs were set well enough for the engine to run before playing with your distributor, the engine should crank now. So try it.

If it spins but does not seem to fire, first thing to check in a point distributor is to make sure you put both wires in the distributor under the little plastic insulator on the points and nothing is shorting to ground. One of those super fine wires in the low-tension lead could easily cause a ground. The next easiest way to check is to take one of the old spark plugs, pull off your longest plug wire and install the loose plug.

I use a jumper wire to ground the metal housing of the plug to the engine, anywhere. Have someone turn the key to spin the engine and you watch for the plug to spark. It should.

When it does, you know your ignition system is working.

What happens if it doesn't spark? Call AAA and have it towed. No; let's look into what went wrong. We know the distributor and all its parts are good. Check to make sure you connected the Petronix correctly and if you find you didn't; buy another, there is no fixing it now. If it is correct, disconnect the red wire from the positive side of the coil and connect it with another jumper wire directly to a positive point such as the brown wire on the fuse box.

Try again to see if you have a spark at the temporary plug. If not read the Petronix web site for other tests. No need for me to type it all here.

Now if you have points and you have no spark using the same test plug as above, take your simple 12-volt test light and test it first against any hot wire and a ground to be sure the light works. Many times, I have traced electrical problems only to find it was my test light not working.

Disconnect the ignition wire from the coil, the one to the hot side, and check for power on it. Your light should glow. Reconnect the wire and disconnect the wire going to the coil and see if you have current at that coil terminal. With the key on, you should. Then reconnect to wire and spin the engine over with the key and touch the terminal again and see if the light flickers off and on. It should. Again, it is extremely rare that a coil fails.



23440 LAKELAND BLVD EUCLID, OH
44132 FORMERLY ASSOCIATED WITH
DAVE MACK AUTO
specialist in British sporty cars: MG,
Triumph, Austin-Healey, Jaguar
new & used parts & special orders
tire repair, mounting, sales, wire
wheels, tubes, special orders
LOU & JOE'S TRUCK REPAIR
JOE @ 440 342-9432 CELL
j_cahoon@yahoo.com

202 213-6354
440 257-3847

MGC Front Suspension Rebuild

Article & Images By Alan Vinegar and Joel Rivard

The purpose for this article is that the MGC front suspension is very different from the MGB due to the much larger and lower sump which would not allow the use of the MGB front crossmember. Thus, the engineers had to come up with a completely different front suspension very similar to what Jaguar was using with torsion bars and tube shocks. The reason for doing a rebuild usually is to refresh the suspension bushings with firmer and longer lasting polyurethane bushing. As well one might also have worn king pin bushings and therefore need to remove the swivel axle and re-bush and ream the swivel axles.

Let's start with the disassembly process. First loosen your wheel nuts or centre spinner if dealing with wire wheels. Then place your car on jack stands and be sure your car is steady. Then remove the road wheels. You need to remove the brake callipers which in the case of the MGC involves removing the hard brake lines. The ends of the hard lines can be capped with appropriate size plugs so you will not lose all your brake fluid. The hubs and bearings need to come off as does the brake dust cover.

Now the fun begins! First loosen the torsion bar vernier lock nut as well as the vernier adjusting screw at the back of the torsion bar as this makes loosening the suspension bolts at the front easier. Remove the anti-roll bar end bolt and nut. Remove the outer tie rod ball joint lock nut. The ball joint can be broken loose by putting some force separating the joint while simultaneously hitting the outside of the joint with a large hammer to distort the metal. If the hammer method doesn't work use a pickle fork or a ball joint separator.

Detach the tie bar from the lower arm by removing the bolt, lock-washer and nut. Leave the tie bar hanging for



01-Right vernier lever



01-Vernier lever-text



02-Lower arm pin nylon washers

now, it will be easier to detach from the chassis once the torsion bar is removed later in the process. Remove the bolt securing the bottom of the shock absorber. (Note: to remove the bolt, the lower arm may need to be raised slightly to relieve excess friction from the bolt shaft against the shock absorber bushing). Remove the large fulcrum pin nut and lock-washer on the lower front inner pivot point. Next, remove the nut and lock-washer from

the lower swivel pin. There are two nylon washers located either side of the lower swivel pin bush, these are not needed if refitting poly bushings. Inspect and replace as needed if refitting rubber bushings. Finally, undo the two nuts, lock-washers and bolts joining the two halves of the lower arm together, thus allowing you to remove the front half.

Now remove the upper A-arms from the pivot bracket. These are secured by castle nuts with small cotter pins. These cotter pins are frequently rusted and you may need to cut them off and with force undo the castle nuts. The sheared off rusty cotter pins can be drilled out later when the pivot assembly is off the car. Undo the nut securing the anti-roll bar link and drift it out then remove the cotter pin and castle nut from the upper swivel pin and drift out this bolt. Set the swivel axle assembly aside.

The upper a-arm halves separate by wedging a screwdriver between the arms and/or moving them up and down on the pivot bracket.

The pivot bracket nuts (2) and bolts (2) may need to be loosened so you can pull the bracket slightly away from the inner fender to prevent interference and allow you to slide the halves all the way off. Make note of the inner and outer washers surrounding the



03-upper A-arm2



04-Tie bar bush failure



05-Refurbished parts

bushings as these should be reinstalled as removed. There are locking plates that need to be bent back before you can remove the nuts. Remove the nuts, bolts, locking plates and lock-washers completely and remove the pivot bracket. Once undone take note of the shims behind the pivot bracket as these set the camber for the front suspension and need to be reassembled exactly as was before you took it apart. The shock absorber can be unbolted from above but on the left side of the car the air cleaner needs to be removed to gain access to the top of the shock absorber. Make note of the order of the lock nut, securing nut, mounting washer (upper and lower) and rubber bushing (upper and lower) so as to reinstall them as removed.

Finally, we will remove the torsion bar. At the back of the torsion bar remove the nut, lock-washer and retaining plate from the vernier lever. There is an associated bolt which passes through the chassis and through the vernier lever. Due to rust build-up, the vernier lever itself may be easier to remove with the torsion bar off of the vehicle. Slide the torsion bar aft a few inches. This will separate the rear half of the lower suspension arm from the fulcrum pin and allow you to separate the arm from the torsion bar splines. Pull the torsion bar rearward to remove it completely from the chassis and mark to indicate which side has been removed. After the torsion bar is removed the tie bar can be unbolted from the chassis by removing the cotter pin,

castle nut and mounting nut and associated inner and outer bushings (the inner rubber bushing has a retaining ring that will not be required if re-fitting poly bushes). It is common for the bushing locating plate to bend due to stress. Confirm that the welded plate is square to the tie bar shaft. Replace if worn. Finally remove the fulcrum pin from its bush in the chassis. Be sure all the left and right suspension parts are kept separate and especially do not swap the left and right torsion bars as the metal has memory as to the twist in them. Also, the castor in the suspension is specific to the left and right parts and the upper arms should



06-Torsion Bar to Fulcrum Pin



07-Stub axle

not be interchanged again because the castor would be altered. Again, remember the number of shims for the upper pivots need to be kept identical since the shims come in different thicknesses so keep them separate for the front and back pivot securing points.

With the parts off the car press out all the old bushings, consider upgrading to polyurethane. Clean all of the parts, remove rust, then prime and paint or powder coat or POR15. The swivel axle, better known as the kingpin, can be disassembled via the large nut on the top. Upper and lower rubber bushes in the swivel axle should be replaced – again, consider upgrading to polyurethane. Cleaning and repainting can be done, however, if the metal bushes inside the swivel assembly are worn the task of pressing out the old bushes and pressing in new ones and reaming these new bushes is better left to a shop with experience completing the task.

Additionally, the anti-roll bar should be removed from the chassis as there are two bushings which should be renewed. The anti-roll bar has locators mounted just inboard of the bushings; these locators do not need to be removed unless the anti-roll bar itself is being replaced – transfer these to the new bar noting the distance of each from vehicle centre (10 15/16 in).

The steering rack can be rebuilt as well but we will leave that topic out as the method is the same as the MGB (John Twist has a video on this topic). While on the subject of rack and pinion, there is a faster ratio steering rack that can be fitted making the steering more responsive similar to the MGB. I have personally done this to my car and enjoy the result.

REASSEMBLY

Let's assume you are using the Super Pro poly bushing set from Moss. They supply all the necessary bushings and sachets of silicone grease for each bushing. Use this lubricant liberally or you risk annoying squeaks every time you hit a bump. Guess how I know?



08-Pivot bracket install

Start by inserting the tie bar through the frame member since it is easier to tighten the nut and washer assembly, the castle nut and insert the cotter pin at the end of the tie bar without the torsion bar in place. Leave the front of the tie bar disconnected for now. Press in the fulcrum pin bushing and insert the fulcrum pin. Feed the torsion bar from the rear of the vehicle forward through the chassis holes and insert the splines of the torsion bar into the rear half of the lower suspension arm. Slide the entire assembly onto the rear of the fulcrum pin.

We now move to the outer end of the lower arm inserting the bottom swivel pin and fitting the lower end of the swivel axle with its new bushing over the bolt. Note: nylon washers either side of the lower swivel axle bush are not required if poly bushings are used. Otherwise ensure nylon washers (part #AHC724) are in place and stretch a rubber sleeve (included) around each washer – the rubber sleeves prevent foreign contaminants. Place the front half of the lower suspension arm over the fulcrum pin and the swivel axle pin and finger tighten the nuts with

associated lock-washers. As well, fit the two bolts from the rear, lock-washers, and nuts at the front joining the lower suspension arms.

At this point leave all nuts loose on the lower arm as this will ease installation of the damper later in the process. The lower arms are free to rotate. The starting position will be adjusted with the rear vernier lever. Position the bottom swivel axle pin such that it is 6 1/2" below a horizontal plane extended out from the centre of the fulcrum pin. The easiest way to do this if the car is up on standard jack stands is to use a float level for the horizontal and let the stub axle rotate downward to the floor. Move the stub axle in or out to set 6 1/2" while you go to the rear and fit the vernier lever back on the rear end of the torsion bar. There is a vernier arm locating plate that locks the vernier lever in place over the splines of the torsion bar. This locating plate sits in a groove in the torsion bar. The mounting bolt is fed from the front, through a hole in the chassis, through the vernier lever, the locating plate, a lock-washer and finally the associated nut. With the front set at 6 1/2" drop, tighten the vernier adjustment screw such that it contacts the vernier adjustment block and loosely tighten the vernier adjustment screw locknut. The torsion bar is now initially set, you will check and make final adjustments to the trim height once the car is back on the ground.

The upper A-arms are next to be fitted. Start with the upper pivot assembly. Slide the assembly onto the inner fender studs with the correct shims. Lock-washers are installed next, then a new locking plate should be fitted and finally the bolts and nuts. Leave the bolts and nuts loose for now to ease installation of the A-arm halves. Work the A-arms over the shafts remembering the correct inner and outer washers, then place the lock-washer and thread on the castle nuts. Leave the nuts loose for now to ease installation of the upper swivel

axle between the A-arm halves. You can now tighten the pivot assembly to the inner fender and bend up the locking tabs to secure the nuts.

The lower suspension arm will need some support from a jack to raise the suspension enough to slide in the upper swivel axle bolt from the rear which is secured with a castle nut and cotter pin. You can now tighten the castle nuts on the upper pivot assembly and secure them with cotter pins. Fit the large mounting washer to the top of the shock absorber along with a shock stem bushing then feed the assembly up through the chassis and secure with a top stem bushing, nut and lock nut. With the lower suspension arm still raised, the lower shock absorber mount can be fit between the halves and secured with bolt and split collar. You can now torque the nut on the fulcrum pin to the specified torque of 120lbft. As well the remaining bolts and the bottom outer swivel axle nuts can be secured.

The anti-roll bar link joins the upper A-arms from the front and is secured with a lock-washer and nut at the rear. Reinstall the anti-roll bar now, with its bolt, lock-washer and nut, since the link will connect easier



09-Right suspension

with the suspension supported. Similarly, the front end of the tie bar should also be fitted with its bolt from the top and lock-washer and nut below.

Feed the steering arm ball joint from below and secure it to the swivel axle assembly steering arm with associated lock nut. Now is a good time to double-check all of the bolts and nuts have been properly secured. Other than the fulcrum pin nut, torque specifications have been omitted from this write-up as they are not present in the maintenance manual.

The next steps are just wheel bearing and brake reattachment. First reattach the brake backing plate. Next re-grease the bearings and refit all the associated shims and spacers for the front hubs. If you are installing new front bearings there is a complete assembly process involving shimming and setting the bearing end float. I will spare you this part of the process and just say reinstall your hubs. Next bolt on the callipers and refit your brake pads. Reconnect your brake lines and bleed your brakes.

Once back on its wheels the suspension height, known as trim height, can be fine-tuned using the vernier adjusters at the back of the torsion bars. The trim height specification is 13 7/8" plus/minus 1/4" measured from the middle of the front hub to the lower edge of the chrome strip which runs down the side of the car. If your verniers don't give you enough adjustment to reach the desired height then the vernier will have to be removed and adjusted by rotating it on the splines, likely by not more than one spline as one spline will affect ride height by approximately 1.25". Getting the vernier off requires unloading the torsion bar. To do this you must disconnect the lower suspension arm from the lower swivel axle pin, lower shock absorber bolt and front tie bar link to allow the lower arm to hang freely. Remove the tie bar with the lower arm raised and then loosen or remove the lower suspension arm nuts/bolts to accomplish this. At the rear remove the bolt

holding the vernier lever, mark the lever with a paint pen for reference. Withdraw the vernier lever from the end of the torsion bar and rotate it one or two splines to set the suspension's starting position higher or lower as needed. The direction will depend on whether you are working on the right or left side of the car. Once re-installed, fine tuning of ride height should now be able to be done with the vernier adjustment screw.

It seems like a straightforward project, however, removing rusted bolts, getting the torsion off the vernier lever and removing the lower rear suspension arm can be very challenging. Penetrating oil and heat may be required to free these up. Pressing out old bushings can be done with large sockets and a vice if you don't have access to a press. The new poly bushing with lubricating grease will go in easier. Other considerations if you are doing this job may include upgrading to adjustable shocks, installing a larger anti-roll bar, or uprated torsion bars. As mentioned earlier, a faster steering rack can also be fitted. These upgrades may only be desired if you want a track performance car but for general road use are likely unnecessary. These decisions will be based on your own personal taste and driving habits. This job is within the skills of most home mechanics but will require time and patience.

Alan Vinegar is the technical director for the MG Car Club of Toronto and has owned a British Racing Green 1969 MGC GT since 2014. Joel Rivard has owned his Mineral Blue 1968 MGC GT since November, 2014. It was purchased at auction in Norfolk, UK but has since been imported to the US. He also maintains an automotive repair themed YouTube channel titled *JR's Garage* containing over 80 MGC related how-to videos.

*This article is dedicated in memory of
Scott Williams.*



From the Garage

Dave Braun
Technical Coordinator
The MG Driver



The garage shop here in Texas is officially finished. Last time I reported on the four-post lift, and this past month I installed the mini split air conditioning unit. I didn't bring gauges with me to Texas, and I have no intention of installing or repairing AC units, so rather than purchase the gauges and a pump, I purchased a unit with DIY lines that are evacuated and use the refrigerant in the condenser to charge the whole system. It installed easily, and it works really well. Diane and I have found it doesn't get that cold in Texas, so the function of the mini split as a heat pump will be nice on cooler winter days. The AC has a 22 SEER rating, so I can pretty much maintain a reasonable 77°F temperature in my well insulated garage at all times without breaking the bank.

From the MG technical perspective, I am also the Technical Advisor for the Capital City MG Club in the greater Austin, Texas, area. I have some fun opportunities to be invited to members' garages (a surprising number who also have air conditioning installed) and give some starting point advice on projects which might elevate the looks, mechanical condition, or maintenance of their MGs. One such visit recently was for a gentleman who moved to Texas from Pennsylvania and has an MG TD with a lot of potential and a rubber bumper MGB for which he has been collecting twin SU carburetor conversion parts.

The TD is very solid, but a previous owner neglected the interior, and unfortunately, before our current caretaker bought it, the TD2 engine

with the bigger sump and clutch diameter was exchanged for an earlier TD engine. Not that it matters a great deal, but short of throwing a rod, my intentions normally would be to restore the engine, even if I needed it sleeved, but with the original engine absent, that's no longer possible. Regardless, we talked about interior fixes, including the seats, dash and instrument panel; altering the clutch feel by decreasing the leverage on the clutch lever on the side of the sump; and maybe stripping and repainting the underwing and firewall areas. None of these things need to be done right now, but any of them would improve the car to a significant degree.

The MGB is quite nice and is in decent shape. Even though I once refused to let Diane replace her worn out carpeting in "Maggie, the 1970 MGB which started as a wire wheel conversion and turned into a full restoration" because I felt her money was better directed at more pressing problems, in this care new carpeting would be very effective because the rest of the interior is quite nice. We looked carefully at his eBay sourced used carburetors set and he and I came to the conclusion that they are beyond reasonable rebuilding. There isn't a lot you can do when the suction chamber is corroded solidly to the air piston on non-matching carburetors (one with a crankcase vent, one without) and suction chamber lugs are broken. They are also missing or have the wrong type of linkage for between the two carburetors. He isn't upside down necessarily because the intake and exhaust manifolds are well matched, with the same

flange thickness, and they seemed to be straight with little distortion. If I get involved in the upgrade further, I will report how it works out.

Finally, the wedding of my stepdaughter the same week as the convention in Peterborough and the fact that I couldn't be in two places at once dictated that I present my talk on carburetors remotely. I apologize for not being there, but after weeks of rain Seattle and Whidbey Island were lovely, and presented themselves in sun shone splendor, as did my stepdaughter. Diane and I made a road trip out of it, and experienced everything from the rock formations in Moab, Utah, to the beauty of the Sierra Nevada range over a more than two-week period. Only we didn't take an MG, but instead we drove our Jeep SUV. I will be placing a PDF of the presentation which covers all the carburetors found on MGs from about 1939 on my website, along with some of the photos I used to show the disassembly and assembly procedures unique to H, HS, HIF and Zenith Stromberg carburetors.

The lights are on most nights in the garage. The Brain Trust will answer inquiries promptly directly to you, and then save them for placing in the Driver at a later date. So, send your questions in and we will help out. Our first inquiry is regarding the origin of an interesting steering wheel. Maybe you should take a look at the pictures and think about your own impressions before reading further and finding out what the Brain Trust had to say.

Dave,

*Can you identify what kind of MG this steering wheel is from? I have failed to find an image that matches it. So far, no one in my local MG club has any idea. The outside diameter is 15" and it's dished about 4 and 3/8". Thanks for any clues you can provide! —Mark Davidoski
Tidewater MG Classics Car Club*



Take a look and see if you know the origin of this steering wheel.

Dear Mark,

After some initial input from the brain trust that the steering wheel was possibly from a TR4, Paul Dierschow of Sports Car Craftsmen offered the following: "This is from a Spitfire Mk3. It has more dish than a TR4 and it is 15" overall diameter - TR4 is 16 in. It has the same spline as a 58-63 Spridget and a 68-69 MGB or Spridget." Kelvin Dodd from Moss Motors opined that someone substituted an MG1100 horn push in the wheel.

Hi Dave,

I hope this finds you and Diane well. I have some questions about cleaning carburetors that I am rebuilding. They are really rough, and I don't have an ultrasonic or a vibrator but am considering buying some equipment. When do you use a tumbler what type of medium are you using? Do you tumble the suction chambers? I assume the inside of the suction chamber should not be touched by an abrasive. In that case would polishing be the best way to deal with that? I tried walnut shell

blasting, but I don't have a strong enough compressor to get the results I wanted. Any suggestions would be appreciated.

Warmly, —Alan

Hi Alan - yep, we are fine!

I used a high-pressure centrifugal barrel tumbler with a very hard media and a cleaner for all but the piston, linkages and suction chamber. I had covers for the suction chambers so that media didn't get inside and used caps, wires and zip ties to keep media from the internal passages. But invariably some would get into those areas, and it was imperative to get them out. I never used a normal tumbler but if I had, I would have tried something a bit more aggressive than the green pyramids and followed up with dri-shine.

Try soda blasting. It may give you the cleanliness you are looking for, requires less power and you can dri-shine them from there. The suction chambers I spun on a lathe before putting in the tumbler. NEVER use anything more than carb cleaner on the pistons.

MGB Transformed



High Power-Dense 2.0L DOHC Turbo Engine
New Precision Engineered Suspension System
Fully Restored Body and Interior
Balanced Performance with Reliability

The *ultimate* MGB has arrived.



www.SnakeRiverClassics.com

Thanks Dave,

I am looking into some alternatives to buying costly abrasive methods. I likely will invest in a small heated ultrasonic. Also using a simple green soak. So far, the simple green seems OK but it has been suggested to dilute the HD professional simple green 3:1 with water and only soak 24hrs max. (A very good idea because HD Simple Green is not aluminum safe – DAB) Last idea is something I saw on YouTube is Eagle 1 acid aluminum wheel cleaner. This aluminum cleaner was used with a scrub brush and not left on very long. I am trying vinegar/water/dish detergent solution. A friend gave me a lot of junk carbs to experiment with. The eagle one product is not available in Canada which is why I am going to try some home formulas. I have taken pictures so I can see my results. I'll keep you posted.

Cheers, —Alan

Dave...

The SU Fuel Pump on our '76 MGB was installed (probably as a replacement) in May 2014. The car has been driven a little over 10K miles since the Pump was changed out... and is running fine. Is there a rule of thumb or guideline (i.e Miles Driven or Age) that you use for considering replacement? Or do you wait until the unit fails? Also is there a particular Brand/Model of Fuel Pump that you prefer? Based on comments from other Members & Owners, I plan to begin carrying a "spare" Fuel Pump for upcoming Trips. Thanks... and hope all is well!

—Joe

Hi Joe,

There are no hard and fast rules about fuel pump repair or replacement. It is typically an "on condition" type task. That said, the following considerations will help prolong the life of the fuel pumps.

1. Never leave the ignition switch in the "on" position for extended periods of time. It is hard on the ignition coil and the coil in the fuel pump. Internal heat generated degrades the life

of the coils in the units. When the coils fail, no amount of point fiddling will revive them.

2. At least every two years on pumps that have contact points, remove the pump, examine the inlet filter, clean the contacts with emery paper, and reset the points to .035 above the upper pedestal and .070 at the throw over bracket. Test the pump prior to installing. Note, a clogged inlet filter will stall the pump, burning up the coil.

3. At least every two years, test the output of the pumps. On our MGs they should be capable of delivering to the carburetors at least a pint of fuel in 30 seconds, or a pint of fuel in a minute in earlier cars (1500 cc or less).

4. Never place a fuel filter between the tank and the fuel pump, or if you do because of serious tank contamination, be prepared to change it often until the filter runs clear, and then remove the filter from the system.

The best pumps ever rebuilt for our cars were by Dave DuBois of Federal Way Washington. Dave would install optical triggers and fully test the pumps before sending them out. They rarely failed. But even Dave ran with a series mounted (in line) spare fuel pump. I have a spare pump installed in Diane's 1970 MGB as well; it is placed just before the SU fuel pump and is a small Holley Mighty Mite pump (12-426) capable of 1.5 to 4 psi. Some modification of the fuel pipes must be made to install it. I also have a three-position switch for selecting her fuel pumps, it is located next to the bonnet pull up under the dash. The positions I selected are down for the SU fuel pump, middle

 <p>Orders: sales@mgccars.com sales@123ignitionusa.com Ph. 440-668-8164</p>	<p>123Ignitionusa.com Mgccars.com</p>  <p>Ignitions for Classic Cars Alternator Kits, Spal Fans Tube Shock Conversion Kits Heat Shields, Speed Bleeders, PBR Brake Boosters and more. Ed and Luanne Madak</p>
--	---

for no power to either pump, or up for the Holley pump. Diane can just reach for the switch if the main pump falters.

Hi,

As living on the metric side, in Europe, it is hard for me to understand the fuel line threads in a SU fuel pump. The type is SU AZX1331EN. Simply stated I have to go the shortest route from pump to hose I.D. 1/4 for inlet and outlet. What thread is in the pump hose? And which component I have to order to go barbed to hose I.D. 1/4?

Kind regards, —Seph Pinxt

Hi Seph,

The attached chart by the late Dave DuBois should be of some help. The threads in the fuel system are almost all British Standard Pipe (non-tapered) and indeed will not mate with various metric or unified thread forms.

The chart can also be found on my website in the section dedicated to Dave DuBois' writings.

John Twist has also provided some notes of interest. The first is regarding a banjo axle housing.

Morning John,

Great zoom yesterday... it was really informative. I have a 67 MGB. I have just renewed (for the 3rd time) the hub seal on the banjo diff, but it keeps leaking and stuffs up my brake shoes. Would you have a solution please?

Kind Regards —Charles

Charles!

A couple of ideas: If the surface of the banjo axle housing is rough / worn / grooved then the seal won't work without a Speedi-Sleeve #99193 which is sized at 1.930".

It is not uncommon to have the seal installed backwards. You should see the "hollow" part of the seal as you look into the hub without the wheel bearing in place.

Make sure you grease the

seal and matching axle surface at installation so it doesn't run dry for the first several miles.

You might be confusing a leak from the O ring and gasket with the hub seal. Use Permatex "The Right Stuff" or "Ultraglax" for those gaskets. If the breather on the top of the diff is plugged, then the oil inside pressurizes as it gets hot and expands. Ensure the breather is clear, although it's very rare that it's plugged.

John,

First, I must tell you, your videos are incredible, and have been a source of great information to me the past few years. About four years ago, my dad called me to tell me he had found the "perfect" 1971 MGB in Rochester, New York. The price was right, so I had him go buy it, sight unseen. It was certainly more of a fixer upper than I anticipated (aren't they all!).

I did most lot of work myself, unless I had no clue how to do something... like rebuilding the motor - which was seized, rusted, and generally in terrible shape. I had someone tear it down completely down and rebuild it.

Now, on to my issues! I've only been able to enjoy the car sporadically since getting it on the road two years ago. It runs



- Lively 40-page newspaper
- 11 issues a year, print or on-line
- News & tech tips from British car clubs across the country & abroad
- Great columnists from the USA & UK
- Centerfold Calendar, super classifieds
- Discounts for Participating Clubs
- Download a free sample copy today!

CAR CLUB NEWS
www.britishmarquee.com

One year sub: \$29
On-line edition: \$19

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6620

www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050
Fax: 610-845-3518
email: sales@britishwiring.com
P.O. Box 185 • 617 Walnut St., Bally, PA 19503



rough, lacks power, backfires, no one has been able to time it well, oil pressure now spikes up to max, and engine temp goes to max shortly thereafter.

This weekend I'll be changing the oil and the oil pressure relief valve, along with installing a new aluminum radiator and shroud. I'm also going to do a compression test. After reading up and watching videos, I fear that I have a bad head gasket between two of the cylinders.

My (first) question, if you have a moment, is simply to ask how you crank the engine from under the hood? In your video, are you pulling the brown/white wire from the starter relay and grounding it?

Once I do the compression test, I'll set out to determine if my problems are engine, carburetor, or something I haven't even considered!

Thank you for your time! —Eric Lurie

Eric!

There are five factors that determine the condition of the engine: Water leaks; compression; oil pressure; oil consumption; condition of the cam. To spin the engine over from under the bonnet, they key does not have to be ON. Remove the BROWN/WHITE wire from the starter relay (just to the rear of the fusebox) and touch it to one of the clips that holds the bottom fuse. If the wire won't reach, remove one of the PURPLE wires from the bottom of the fusebox and touch that WHITE/BROWN to that.

John,

I'm replacing my windscreen on the 76 B. Is there a method to remove the side pillar bolts to the body? I have the two front bolts removed, towards front of the car. The two at the corners of the dash are harder to access. Is there a trick or does the dash need to be removed? Drake

Drake!

There are six bolts which hold the screen in place. Two on each pillar, and two in the center. Sometimes you can gain access more easily by removing the brake light warning switch on the left and the glovebox on the right. With the dash in place it's a bugger! Removing the dash is a Herculean task. You should change the gasket between the frame and body. Let the screen sit on the car for a day or so with the gasket correctly placed. Warm weather is your friend as that gasket makes refitting the screen a task, to say the least. We would use clamps, although getting them to stay put was always a problem since everything's a compound curve -- or we would use a couple of guys pushing down on the pillar. It's a struggle to be sure.

John,

A weird thing happened after installing my 4SD4 rebuilt dizzy in my 73 MGB. I was able to get the drive dog moved as you instructed Saturday and all lined up. I should have checked the nut holding the points and wires and somehow "fried" the wires and plastic insulating sleeve on the screw. Do you have any ideas on why that would happen? I'm trying to find new points, wires and condenser.

Thanks again. —Steve Jaouen

Steve!

Glad you could get the distributor drive gear rotated. Sometimes the counterweights on the crank make fitting difficult.

The most common reason the points fried is from accidentally connecting the points to the hot side of the coil. NAPA has points/condenser under their Blue Streak label.

As always, thank you for your contributions this month, John!

AS ALWAYS, THANK YOU FOR YOUR CONTRIBUTIONS THIS MONTH, JOHN!

NAMGBR Technical co-coordinators: John Mangles, The 'MG-Doc'; Pete Cosmides of the Motorcar Garage; Jeff Schlemmer of Advanced Distributors; Glenn Lenhard of Glenn's MG Repair; Dan Craig of Mother's Automotive Services; Kelvin Dodd of Moss Motors; Paul Dierschow of Sports Car Craftsmen; and Bill Hiland of On the Road Again Classics.



Registrars of NAMGBR



The Marque Of Friendship

1929 - 1936

North American MMM Register

PO Box 1052 • Mansfield, OH 44901

www.nammmr.org

1935-1955

Pre-War/T-Series/Y Type

The New England MG'T' Register

PO Box 1028 • Ridgefield CT 06877

www.nemgtr.org

1962-1980/Post Abingdon

MGB/MGC/Midget/1100/1300

The North American MGB Register

PO Box 876 • Downers Grove, IL 60515

www.namgbr.org

**Sponsored by
The North American Council
Of M.G. Registers**

www.mgcouncil.com

MGB

Jack Long • (202) 746-8252

mgb@namgbr.net

Early Midget/Sprite Registrar

Bruce Hamper • (314) 822-4831

midget-sprite@namgbr.net

1500 Midget Registrar

Steve Olson • (816) 452-3540

1500midget@namgbr.net

1974½ MGB Registrar

Dennis Taylor •

1974.5MGB@namgbr.net

MGB V8 Registrar

Modified Registrar

Jim Miller • (269)208-8391

v8mgb@yahoo.com

MG 1100/1300 Registrar

Terry & Carole Looft •

(937) 382 1520 or (937) 527 7353

1100-1300@namgbr.net

MGC Registrar

Bruce Fehlman •

mgc@namgbr.net

100,000 Mile Registrar

Jai Deagan • (616) 319-1660

100kmile@namgbr.net

Original Owner Registrar

Bill Hawkins • (919) 676-8888

original@namgbr.net

Post Abingdon Registrar

Mark Jones • (519) 862-3763

postabingdon@namgbr.net

Pull Handle

Allen Bachelder • (810) 824-4188

PullHandle@namgbr.net

bachldr@comcast.net

Nextgen Registrar

Dave Pauly • 603-860-0446

nextgen@namgbr.net

Sell • Seek • Swap!

Ads FREE to NAMGBR members in good standing. No business or commercial ads. Send ad copy with name, address, phone number and membership number to editor@NAMGBR.net or 2530 Clifton Ave., St. Louis, MO 63139. Ads are accepted in writing only, may be edited for content. • Driver space ads are arranged with Chaz de Bourbon, Advertising Coordinator (see inside front cover.) Ads run for two issues, space allowing. The Register retains the right to refuse any ad it deems unacceptable. The originating state is shown at the end of each ad.

CARS FOR SALE

1999 MGF Limited Edition – Reluctantly, I am selling our 1999 MGF-LE. The car is Silver with a Burgundy leather interior and a burgundy canvas top. The LE has power steering, heated seats (never been cold enough to try), stereo with cell phone connection, and an updated engine. It is pre-wired for a heated rear window to plug in if you have the optional hard top. They are available from many sources factory style and aftermarket. As unbelievable as it sounds, this car has the best heater and defroster you have ever seen in any brand of car. The car was imported as a German Spec car. It went through a 3-year process to obtain American title and it carries a clear title in Minnesota. The speedometer was converted from metric to Mph and is accurate. It has a real boot that holds real luggage. Acceleration is brisk compared to an MGB. The car has been properly maintained and is current on all maintenance. Serious inquiries only. Some health issues force the sale. Don't bother calling if you're only curious about price as MGF's are not usually available to the public. I'm offering it to members of the Register first, then the general public. Contact, Richard Wallrich, (612) 865-8151 MN 111221

1972 MGB GT – Bedowin/black; AM/FM radio, overdrive, driving lights, back seat has been deleted in favor of lockable storage area. LED tail lights and brake lights. New headliner. \$12,450. 1960 VW Bug, new paint (green), new chrome, great upholstery; \$14,455. Contact Michael Layman, (503) 367-2999 ID 070822

1969 MGC-GT - - under restoration. Solid complete car with 90% of rust damage corrected. New Body Panels including inner/outer rockers, flooring and rear fender dog ears all recently welded into place. Vehicle has a 6-cylinder engine and 4-speed transmission with overdrive. Also have a 2nd MGC-GT car for parts. This car has an auto transmission. Have new Super Pro urethane kit with all bushings necessary for suspension rebuild. Have many photos of work in progress. Will consider reasonable offer. For more information contact Bob Widerquist at qqquist72@gmail.com or (608)477-3594 - WI 0070822

1971 MGB Parts Miscellaneous new / used parts from restoration, including tach, 2 speedos (5227/06 1280), passenger seat frame, wing mirror, fan switch, battery cover, choke cable, bonnet prop rod, horns, and dozens of trim parts. Also have wire from harnesses for those who want correct colors for repairs / restoration. Contact David Paradice dparadice@gmail.com for info / pictures. Selling "as is", make offer. (850) 212-7014 AL 080922

Selling or Buying an MG?

Take advantage of NAMGBR's Buy/Sell/Trade Classified on our website: NAMGBR.org/classified A great way to find or sell that hard-to-find part or that next project.

1967 MGB – Unfinished project. Pale Primrose Yellow. Body work nearly completed. Engine needs to be overhauled. Nearly all major interior restoration parts have been purchased and are included with the sale. Many new parts have been installed including new tires, chrome wire wheels with knock-offs, rear wheel extension hubs, Moto-Lita steering wheel, stainless steel exhaust system with header, gas tank, electric fuel pump, floor pans and body panels, grille, windshield glass, valve cover and much more. Pictures, inventory of parts and completed work are available upon request. All reasonable offers will be considered and the car (and parts) will be sold on a Best Offer Basis. For more information contact West Lilley; wliley@comcast.net CO 010221

1979 MGB – BRG/Black. If you want a B to drive, enjoy, go away for the weekend this is it! There is an extremely long list of upgrades. 1&3/4" SU carbs breathing thru K&N pod filters feeding a cross flow head. Free flowing long branch headers. Over drive with a dash light indicator. 14" leather Mountney steering wheel. Miata seats with speakers on electric tracks. 15" tires on mini lights smoothly dampened by a rear spax shock conversion. Drilled and slotted rotors gripped by Green stuff pads fed by stainless braided hoses. Completely media blasted and redone in 1998. No body filler here folks. Floors sills etc. perfect. Modern alternator conversion means there's no shortage of amps. A cloth top with zip out window and a Bimini top. Lap belts or 4-point harness with the security of a padded roll bar. Stainless exhaust by Magnaflow. Always garaged, unable to enjoy anymore. \$12,500 firm. Contact Eric Salminen, at mgobrallymaster@gmail.com or (443) 463-3071 MD 111221 072022

1974 MGB. Bracken/Ochre - My wife bought it new. It's been rebuilt. Asking \$5,000. We hope it can find a good home with one of your members. Randy McDonald, randymcdonald@gmail.com NC 080922

WANTED

MGB Hardtop in good condition. I am located in Miami, Florida. Pickup can be made depending on location or if shipping can be arranged than a deal could be made. Please contact Allan Tavss at (305) 962-8393, or email, tavss@att.net. 010221

MGB Hub Puller - Looking for a pair of Churchill tool adapters for the hub puller, to fit MGB 1/2" lug studs. I've been making do with the MGA 7/16" adapters and a pair of fabricated conversion studs, but it would be nice to have the right bits if anyone has a spare pair for a reasonable price. Looking for 2 x 18G204. Kelvin Dodd, doddk@mossmotors.com 030422

Where 2 'B

Please check for up-to-date information before departing to the meet. The Register encourages local groups and clubs to submit their MG events to *The MG Driver*. Information must include date, location, and contact phone number. Please submit events at least 3 months in advance to *The MG Driver* Editor, 2530 Clifton Ave, St. Louis, MO 63139 or e-mail editor@namgbr.net and post your event on our website; <https://namgbr.org/event-submission>

MAJOR NORTH AMERICAN MG EVENTS FOR 2022

- Aug 6..... **British Car Show**, Dayton, OH • britishcardaydayton.com
- Aug 21 **MGF International**, Antwerp, BE • www.mgcarclubantwerp.be
- Aug 28..... **Classic Super Cruise**, Lancaster, NY • buffalomg.com
- Sept 11..... **British Car Show**, Palatine, IL • www.britishcarunion.com
- Sept 9-11..... **British Car Show**, Stowe, VT • www.britishinvasion.com
- Sept 9-11..... **British Car Show**, Portland, OR • www.abfm-pdx.com
- Sept 11..... **British Car Show**, Palatine, IL • www.britishcarunion.com
- Sept 11..... **British Car Day**, Cincinnati, OH • www.bccgc.com/british-car-day
- Sept 15-18..... **Southwest British Car Fest**, Dillard, GA • peachtreemg.com
- Sept 16-17..... **Brits on the Bluff**, Natchez, MS • www.msemc.org
- Sept 17 **British Car Show**, Newburgh, IN • royandale3000@yahoo.com
- Sept 17 **British Car Show**, St Louis, MO • www.allbritishcarshow.com
- Sept 17-18 **English Motoring Conclave**, Arvada, CO • thecoloradoconclave.com
- Sept 17-18 **British Car Show**, Meridian, ID • swiabfm.idahobritishcars.org
- Sept 18 **British Car Show**, Lake City, PA • www.soberie.com
- Sept 18 **British Car Show**, Oakville, ON • www.britishcarday.com
- Sept 21-22..... **Put-in-Bay Races**, Put-in-Bay, OH • www.pibroadrace.com
- Sept 24 **Autumn in the Mountains**, Mills River, NC • www.bccwnc.org
- Sept 24 **British Car Show**, Skippack, PA • www.dvcmg.com
- Sept 24 **MGs on the Rocks**, Street, MD • www.mgsofbaltimore.org
- Sept 24 **EuroFest**, Memphis, TN • memphisbritishcars.org
- Sept 25 **MGB 60**, Gaydon, England • mgb60.com
- Sept 29-Oct 1 . **BritishV8 Meet**, Townsend, TN • britishv8.org
- Oct 1..... **Britfest, Myrtle Beach**, SC • grandstrandbritishcarclub.com
- Oct 1..... **British Car Show**, Waynesboro, VA • www.svbcc.net
- Oct 2..... **British Car Show**, Oxnard, CA • centralcoastbritishcarclub.com
- Oct 8..... **British Car Show**, Spring, TX • houstonmgcc.com
- Oct 22..... **British Car Show**, Fairhope, AL • www.sabcc.org
- Oct 28..... **British Car Show**, Mt Pleasant, SC • britishcarclubcharleston.com
- Oct 30 **British Car Show**, Peoria, AZ • azmgclub.org
- Nov 3-6 **Fall GOF**, Clifton, TX • www.tmgr.org



NORTH AMERICAN MGB REGISTER
P. O. Box 876
Downers Grove, Illinois 60515-0876
[Address Service Requested](http://www.namgb.org)



PRSRT STD
U. S. POSTAGE
PAID
Effingham, IL
Permit No. 294

