

President's Message

Another LBC driving season has come to a close. As usual, it has been eventful, with beautiful scenery, great driving, good food, and comradeship occasionally punctuated by mechanical/electrical issues with our favorite little cars. All of this comes with driving 50 year old two-seat sports cars that still turn heads today.

I will soon be putting both LBCs into storage for the winter – one at a nearby storage facility and one in our garage. Be sure to do all of the preventive tasks to avoid corrosion and critters' damage. We want you to be able to start the 2018 driving season with an LBC at least in the same condition it was in when it went into winter storage.

This week is our Annual Membership Appreciation Dinner, again being held at the Bent Oak Golf Course club house on the south side of Elkhart. I'll be making final arrangements for all 44 of us who are planning to attend the dinner. Each year this dinner grows a little larger in attendance.

The 2017 Christmas/Hanukkah Party is on December 9th at the Opferman's home in Granger (see page 5 below). This year we will transition back to a gift exchange of automotive or British themed gifts instead of a White Elephant exchange. Make sure you let the Opfermans know you will attend and the potluck dish you will bring (see listed items).

We have a record six nominees vying for the three Board positions that are up for election. Be sure to vote by one of the methods listed in the email notice. We will announce the election results at the Christmas/Hanukkah Party on December 9th.

Our first winter-time meeting will be scheduled for January 20th at Pegg's in downtown South Bend. We meet at 8:30 AM, enjoy breakfast and have a short meeting. These winter breakfast meetings are always good opportunities to talk LBC and figure out how to resolve those always present maintenance issues.

Wednesday, November 1st Board Meeting Minutes

- **Financial – Bob K. reported on our account**
- **Newsletter – Mary is working on the November Newsletter**
- **Fall Colors Drive – Larry described the drive and the article being written**
- **Fall Elections – we have six candidates for the three Board positions**
- **Monthly Meeting – November 15th will be the Membership Appreciation Dinner; The Christmas/Hanukkah Party to be scheduled; Breakfast Meeting – January 20, 2018 will be scheduled at Pegg's**
- **Board Meeting – January 9th at the Petersen's**

2017 Odometer Contest

Unfortunately, it is that time of year, when a lot of us put our LBCs away for the long cold winter months. On your list of things to do to tuck her away, please make a note of your odometer reading and send it to me. I will calculate the miles, not only to determine the winner of the coveted Michiana Brits Motorway award and the \$50 gift card, but to also calculate the miles the club drove as a whole. This award will be presented at the Christmas/Hanukkah party on December 9th. Please send your miles to Bob @ bpete56@sbcglobal.net . Thank you and good luck to all!

2017 Membership Appreciation Dinner Info

Our 5th Annual Membership Appreciation Dinner, a dinner for all Annual Members of Michiana Brits, is on Wednesday November 15th, at the Bent Oak Golf Course, Elkhart, IN. Those who live in and around Elkhart know how popular a dining spot this has become - nice clubhouse, great views, well regarded lunches and dinners.

The dinner will be held on Wednesday November 15th at the Bent Oak Golf Course club house, 3610 Bent Oak Trail, Elkhart, IN 46517 tel. 574-522-3787 BentOakDining@comcast.net

Directions: 1) from the south and the by-pass (St. Joseph Valley Parkway), north on SR 19 to Mishawaka Road, turn right (East) and go to the entrance of the Old Farm Apartments. Turn right (South) onto Old Farm Road which winds around and becomes Bent Oak Trail. You'll see a sign on the right that says "Putting Green" and the club house and parking lot will be on the left.

2) From the north on SR 19, turn left (East) onto Mishawaka Road and follow the directions above for 1) to the entrance to Old Farm Apartments, etc.

3) Also from SR 19 south of Mishawaka Avenue, at the first stop light turn onto SR 24 east to a right turn south on SR 7, then left onto Bent Oak Trail at the Bent Oak Community entrance and the road turns north to the clubhouse. This is shorter than route 1) but may be a little harder to follow in the dark.

The evening will begin at 6:30 PM with socializing, which includes Hors d'oeuvres (cheese & fruit & crackers). At 7:00 PM, the dinner buffet will begin. A cash bar will be open from your arrival though dinner so you can enjoy your favorite beverages before and during dinner.

The buffet:

Bent Oak Salad (served), a popular house favorite of: mixed greens, candied walnuts, red onions, feta cheese, grapes, tomatoes, black olives, and a special Balsamic Vinaigrette/Italian Dressing & other ingredients.

Marsala Chicken
Salmon in a Cream Dill Sauce
Beef Pot Roast au jus w/horseradish on side

Green Beans with Bacon and Onion
Sweet Corn

Mashed Potatoes
Rice Pilaf

Coffee & Iced Tea, Ice water, Bread/Butter

Dessert : assorted Fruit & Cream Pies

We look forward to seeing you at one of our most popular club events.

2017 Christmas/Hanukkah Party

Joe and Ardith Opferman are hosting the annual Christmas/Hanukkah Party on Saturday, December 9th, 6:30 PM at their home south of "downtown" Granger. The Opferman residence is at 50641 Elk Trail, Granger, IN 46530.

Club members planning to attend, please RSVP to Joe or Ardith at 574/277-2203 or email: opfermanj@gmail.com, no later than Monday December 4, and advise as to the potluck dish you will bring from the list below. The club will provide the meat dishes and members bring the potluck dishes. Some soft drinks will be supplied, members can bring other beverages. Here is the list:

APPETIZER

SALAD OR VEGETABLE

DESSERT

The results of the election will be announced for the 2017 Michiana Brits Board.

The dinner will be followed by a gift exchange (small gifts of items [\$10-15] having an automotive or British theme). If you have already purchased something nice for the gift exchange, feel free to wrap it up and add it to the piles (we'll try guys/gals differentiation). All the gifts will be numbered, then numbers drawn and gifts distributed to each lucky number holder. After the opening of the gifts, numbers may be redrawn to permit gift taking/stealing. Of course, gift bartering and trading is permitted (and encouraged!) after the drawings.

Fall Tour - Part II

Off-Roading, Mushroom Abodes, Polish Cuisine

By Larry Palguta

Saturday morning, September 23rd, started with breakfast at the location of your choice. The itinerary for the day included the Tunnel of Trees (between Cross Village and Harbor Springs), the Mushroom Houses in Charlevoix, and dinner at Legs Inn in Cross Village. All nine LBCs headed out at mid-morning to Cross Village where we would meet John & Kathy Bushnell who were motoring up from Charlevoix in their 1949 MGTC.

After connecting with US 31, we turned onto CR 66 and headed due west to Cross Village. When we arrived, the Bushnells were not there and it seemed that if we headed due south we would come to the Tunnel of Trees. However, you have to head north about two blocks to see, to the west, a sign for CR 119 and the Tunnel of Trees, while to the east stood the large Legs Inn. But we got onto CR 77 and headed south where our mistake was figured out, so we turned west on a road that terminated at a dirt road labeled as a "Seasonal Road". Knowing that CR 119 had to be close, we off-roaded along the dirt road for about a ¼ mile and connected to CR 119 a bit south of the north end of the Tunnel of Trees.



Off-Roading in search of CR 119

By this time, Keith had connected with the Bushnells, so we looped around, headed north and returned to Cross Village where we pulled into the Legs parking lot at 11 AM and the Bushnells arrived in about a minute. We then headed back down the Tunnel of Trees. As well-known, the Tunnel is a beautiful 16 mile drive along the bluff above Lake Michigan with great views of the lake, large and small homes, and a truly scenic drive. Definitely worth driving again.

At the south end of the Tunnel of Trees drive is the north end of the exclusive town of Harbor Springs, which was preparing for its “Taste of Harbor Springs” festival. We found the public facilities, and then the group discussed the options and decided to head to an automotive-themed restaurant, Duffy’s, in Petoskey for lunch. It did not take long to get down to Petoskey, find parking on the street, and sit down on Duffy’s back deck in the shade and enjoy a relaxing lunch.



Lunch on Duffy’s back deck in Petoskey

The 10 LBCs made the short drive down to Charlevoix to see the renowned Mushroom Houses, a group of 28 houses that look a little like Hobbit houses from the Shire. We pulled up to the first group of houses, parked along the road and began taking photographs.



Brits parked along a street with several Mushroom Abodes

A large Mushroom House (see below) had a thatch-like roof covering portions of the two-story house. The roof was made of some actual thatch material, obviously treated to ensure it would last for many years. A very impressive structure in view of its size. A Brit checked the internet listing for the house (behind the house the land sloped downwardly to a chateau style house where the owners appeared to reside). The large Mushroom House was available for rent - \$2700 for a two day rental.



Little Mushroom Abode in Charlevoix



Large Mushroom Abode with thatch roof in Charlevoix

Shortly, a really nice 1960 TR-3 came along the road and pulled over to talk with the Brits. Kai Shepherd had seen the TR-3 headed down the hill toward the beach, chased and caught it, and told the driver about our group of LBCs at the top of the hill. The TR-3 came back up the hill where the driver and several Brits had a nice conversation about, of course, LBCs.



Local TR-3 headed for the beach in Charlevoix

The afternoon was turning out to be warmer than anticipated (there was a substantial temperature difference between Mackinaw City and Traverse City), so we decided just to drive past some of the remaining Mushroom Houses (they are congregated in groups) instead of stopping and getting out of our cars. After that drive, we headed down to the beach to get a group photo of our LBCs. We parked in a side lot which abuts the waterway passage that leads from Lake Michigan, under the bridge in Charlevoix, and into Lake Charlevoix.



Fall Tour travelers and LBCs at Charlevoix waterway passage

Time-wise, our schedule of activities worked well. We headed out of town and the Bushnells bid adieu as they headed to their car trailer parked in Charlevoix. Our drive took us back through Petoskey and Harbor Springs, through the Tunnel of Trees, and to Cross Village for dinner at Legs Inn. The drive through the Tunnel was well-worth the second drive along the entire length of the route, and we arrived at Cross Village at 5 PM, which was a very busy dinner period. The wait at the restaurant for our group of 17 was quoted as 1 to 1 ½ hour. Knowing the wait in Mackinaw City could be as long after another hour of driving, we settled into the waiting/bar area. In forty minutes, our entire group was seated.

Legs Inn is a large restaurant with indoor and outdoor seating. The Brits sat outside, in the shade, at four tables. The restaurant theme is Polish and the food was every bit as good as advertised.

Our last drive of the day was back to Mackinaw City where we arrived before dark. The group agreed to leave at 8 AM on Sunday for our long drive home.

September 24th, the Brits were to meet and leave the Best Western Plus, Dockside Waterfront Inn at 8 AM. Roger Deacon bid us farewell since they were heading later to Traverse City to spend time with friends. We left on-time at 8:30 AM and headed south in I-75. We sort of missed our turn for US 31 so we turned onto CR 66 which took us over to US 31. We proceeded through Petoskey which was relatively traffic free on an early Sunday morning, onto US 131 and made good time, with petrol/bio stops, to Big Rapids.

At Big Rapids, we diverted onto the business route and stopped at a Burger King for a quick lunch. The Junior Whopper meal was a popular selection. Larry Palguta passed around two boxes of Joann's fudge for everyone's dessert. The Dean's then bid everyone farewell so that they could head west along the shoreline of Lake Michigan.

After leaving Big Rapids, we drove down US 131 at a higher than normal caravan speed – 65 to 70 mph. Randy Glanders radioed that his Spitfire could not maintain this speed, to which Keith Wishmeier answered that his Spit was also having problems at this speed. We pulled off at an exit, discussed the situation, and most of the caravan then headed south to a side road and a lower speed. Kai Shepherd and Jim Betz kept on US 131 because their Mini Coopers could maintain the higher speed. And so the caravan was divided.

Kai (with Larry) and Jim drove to Grand Rapids, turned onto I-196 and got to just south of Saugatuck and Douglas when Kai's Mini hit a large hole in the road. At first it seemed that the tire might have blown out, but the engine simply stopped and the car lost speed until it stopped on the berm. Jim stopped and all of us looked for the cause of the engine failure. No fluids on the ground, good tire, electronics not smoking or smelling bad, etc. Eventually we had to call AAA's emergency road service for a tow truck to take the Mini back to South Bend. The tow truck was ordered from Holland and would arrive in an hour (more than an hour had already elapsed). Then the caravan of LBCs appeared and all stopped to see what was wrong with Kai's Mini. It turned out that Keith's Spitfire had to run below 3500 rpm to maintain a smooth engine operation, and Randy's Spitfire had

to run above 3000 rpm to maintain a smooth engine operation. This speed range ruled out driving on a slower speed side road, so they had gone back onto US 131.



Tree shade for Kai, Randy, Jim and Brits to discuss the Mini's engine problem

No one in the caravan had any solutions for the Mini's engine problem, so the caravan headed south. In a few minutes, Randy called Kai and asked if he had checked his inertial fuel shut-off valve. Kai et al. said – what's that? Randy explained that fuel injected engines have an inertial shut-off valve to prevent gas from being pumped all over the engine after an accident. Kai checked the manual, found the valve situated in the engine compartment in front of the passenger seat, and pressed the reset button. Upon turning the ignition key, the engine roared to life and we all were smiling again.



Engine roaring to life, Kai and Jim close up the Mini for its drive home

The two groups of LBCs returned home around 5:30 – 6 PM without any more engine issues. Several Brits swapped text messages to find out what had occurred, if anything, in the other group of LBCs.

The 2017 Fall Tour turned out to be another, in a long string, of four day drives in beautiful weather. There was only a brief shower on Saturday evening after all had returned, from the ferry rides, to the hotel in Mackinaw City. Everyone had an enjoyable time, and saw a lot of northern Michigan including some of its most famous tourist attractions. And the dining choices were great, as usual. Our sometimes finicky LBCs survived the trip and brought everyone home safely. After almost 50 years, the LBCs are still fun to drive, pretty reliable, and take us to regional destinations that we all like to visit.

2017 Fall Colors Drive – early driving and a relaxing afternoon

By Larry Palguta

The annual Fall Colors Drive began near mid-morning at Randy & Bev Glanders' home on the west side of Elkhart, IN. Everyone showed up with their potluck dishes and the drivers listened as Randy described the morning drive. It was pretty much a straight drive to Mendon, MI and the Fisher Lake Inn where we had an 11:30 AM reservation of 23 for lunch. The caravan started with about 10 or 11 LBCs, and we would also meet several members at the lunch in Mendon.

The caravan was long enough that the group decided each driver should watch the car behind and if the behind car was separated by a Stop sign, electric light or traffic, then the ahead car would hang back when a corner was turned so the following LBCs would know where to turn. After a couple of hiccups, this method worked well.

We arrived at the Fisher Lake Inn a little after 11:30 AM and found a long table set up for our group of 23. As usual, the food was good, service good for such a large group, and the atmosphere enjoyable.



Lunch at the Fisher Lake Inn, Mendon, MI

After lunch about 1 PM, we headed out for a relaxing afternoon drive with stops at such places as Bonnyville Mill. Joe and Ardith Opferman were making their first drive with the club, after a lot of help from Roger Deacon to get the Opferman's 1965 MGB in road worthy shape. About two minutes into the drive, Joe turned the corner and I could see billows of smoke rolling out from under the car and around the bonnet. Everyone pulled over to the side of the road and

several of us opened the bonnet to see check out the engine. It was readily apparent that the head was cracked and coolant had seeped out onto the hot engine. After much analysis and discussion, it was decided that Roger & Ruth Deacon and myself would stay with the Opfermans until a flatbed truck arrived and take the MGB to the Opferman's house. Because I was driving Deb's 1957 Morris Minor which has seating for four, I would take Ardith to the Glanders where Joe would join us after depositing his MGB at home.

So Joe started calling AAA which as usual took a long time to get through to a road assistance person. We were parked along the road in front of a nice split-level house where the owner was working outside. He had a yellow Vette and a Harley in his garage. He came out, introduced himself as Ted, and we showed him our cars, engines, and recalled LBC disaster stories. Long story short, Ted was a great individual who brought out camp chairs for us to sit on, an ice bucket with water bottles, and offered us the use of the restrooms in his house. Inside his house, we saw photos of his children and grandchildren. Ted made a long afternoon much more eventful. The weather was beautiful and made road-side sitting a relaxing event. This is a one way to make our fast-paced lives slow down for a while.

Finally, the flatbed truck showed up at 4:35 PM. The MGB was loaded, and then Roger & Ruth Deacon headed for the Glanders' home in Elkhart followed by myself and Ardith in the Morris. We arrived at the Glanders around 5:40 PM, and Joe showed up around 7 PM.

Those who drive their LBCs know that this type of road-side adventure is not uncommon. Our club has experience with minor and major breakdowns, so no one gets uptight or even perturbed when an LBC has an issue. We've all been there to some extent or another.

Stagman's Tech Tips

By Roger Deacon

As we left the restaurant to finish the Fall Colors Drive, Joe Opferman's 1965 MGB overheated and developed 2 cracks in the head. These cracks were between the number 2 and 3 spark plugs. It is almost unheard of for these heads to have cracks there. It usually happens on MGB models 1994 to 1980.

It was decided that the thermostat had closed up due to age; it had never been changed out during the 52 years of the car's life. The cracks could have started years ago because the MGB was used only to drive the grandkids around the neighborhood.

Previously, Joe Opferman had called upon me to get it running. After owning the 1965 MGB for 30 years, there had not been much mechanical maintenance done to the car. What started out as a simple "get it running" project developed into a full restoration of the mechanicals. Replacing the thermostat was a job that fell through the cracks.

Joe was pleased that now the car was safe to go on runs with the car club. His wife Ardith now felt that the car would get her home. Jokingly, I had told Joe at Randy's before the drive that the MGB wouldn't make it.

Fast forward. I started to contact people that might have a used head and Chuck Knight came to the rescue. I put Joe and Chuck together and Monday morning Joe drove over to Chuck's house to pick up the head.

That afternoon Joe arrived with the head and I gave him directions to Kaley's (I had called Sue at Kaley's and told her it that it was coming). On Tuesday morning, I took the rocker shaft and maintenance manuals to Sue at Kaley's and discussed the job with her. I asked if I could pick it up Monday. Sue called me Friday and said that it was done; I told her I'd pick it up Monday morning because I was busy working on a car.

I have the head and rocker shaft now but no car because Joe was on vacation. I'll have to finish this article next month.

Safety fast with Maintenance,

Roger

The article below was written by new member Robert Rowland.

Evolution of the MG

by

ROBERT ROWLAND
Department of Geology,
University of California, Davis

Evolutionary principles can be applied to the development of the sportscar of the genus MG after its migration to the United States.

THIS article aims to examine the development of the MG sportscar in the light of modern evolutionary thought. It is obvious that the application of biological principles to a man-made, profit-oriented item will require a degree of extrapolation. It seems worthwhile, however, to stretch a principle to a seemingly inapplicable situation if it allows us to examine more clearly the principle itself.

The name MG derives from the initials of the Morris Garages, where the first cars were fabricated in 1923, based on parts from Morris automobiles. The company continues this semi-independent role, combining parts of its own manufacture with those available from other producers.

At various times, the company has produced small sedans in addition to the sportscars. Their production is not the chief endeavour of the company, but rather these sedans represent the attachment of the MG name with connotations of sporting flavour to cars similar to others being produced concurrently. This situation is analogous to a perverted form of Batesian mimicry where a relatively distasteful form, the sedan, seeks to imitate a more tasteful form, the sportscar, to increase predation—that is, buying pressure—on itself.

Basic to our discussion is the establishment of the breed of MGs relative to some taxonomic level. Although obviously asexual, their phylogenetic pattern and progressive development prompt their consideration as a sexual organism. The development of a working hypothesis

treating the entire MG lineage as a genus with each model representing a species may allow us the flexibility to develop meaningful analogies.

The phylogenetic tree (ref. 1, Fig. 1), reproduced here with recent additions, will be useful in reviewing the history of production. As with the palaeontological record, however, recent forms provide the most information about competition, habitats and development. Consequently, the succeeding illustrations will involve the models produced since the Second World War—the MG-TC (Fig. 2a)—and its derivations.

The first MG-TC migrated to the United States in the hands of private owners; these founders survived in this large, competition-free habitat. These cars were followed by others imported through an embryonic dealership system. Priced at less than \$2,000 in the period 1947 to 1949, they sold readily, particularly in the eastern and southwestern parts of the country. This model was not perfectly pre-adapted to the new and prosperous habitat it found in America. All MG-TCs were produced for home use only and consequently were equipped with right-hand drive (Fig. 2a). In the United States there must have been strong selection against this factor. To pass another car, the driver had to swing far left in order to have a full view of the oncoming traffic. Information regarding the head-on collisions which frequently resulted was relayed to the factory.

The company, to increase its profits, would have to adapt itself to extend the product to the limits of its niche. This exploitation is analogous to the tendency of any group of animals to spread themselves throughout the resource area.

The factory which contains the component parts for production of species is analogous to a gene pool. The influx of profits from American sales took the form of information which was combined with the efforts of the engineers (egg-heads) at the factory to produce a new species. This species—the MG-TD—was more streamlined and would be offered to American buyers with left-hand drive (Fig. 2b).

These events are comparable with the Baldwin effect, in which an organism is able to stay in a favourable environment until genetic fixation achieves suitable modification of the phenotype.

During the last years of TD production the TD Mark II model with increased horsepower was offered as well as the standard model. This increase with additional streamlining and more comfort for the passenger was incorporated into the model TF (Fig. 2c). This speciation was not based on geographic factors as in the TC-TD situation, but was adaptive in nature. The TF model continued until 1955 when the effects of the American horsepower race and increased competition from Triumph sports cars indicated that adaptation would be necessary if the breed was to survive.

Although the T-series cars had undergone progressive increases in power and slight changes of streamlining and styling, the overall body shape of clamshell fenders, running boards and the absence of luggage space was strongly characteristic of pre-war automobiles. The modern

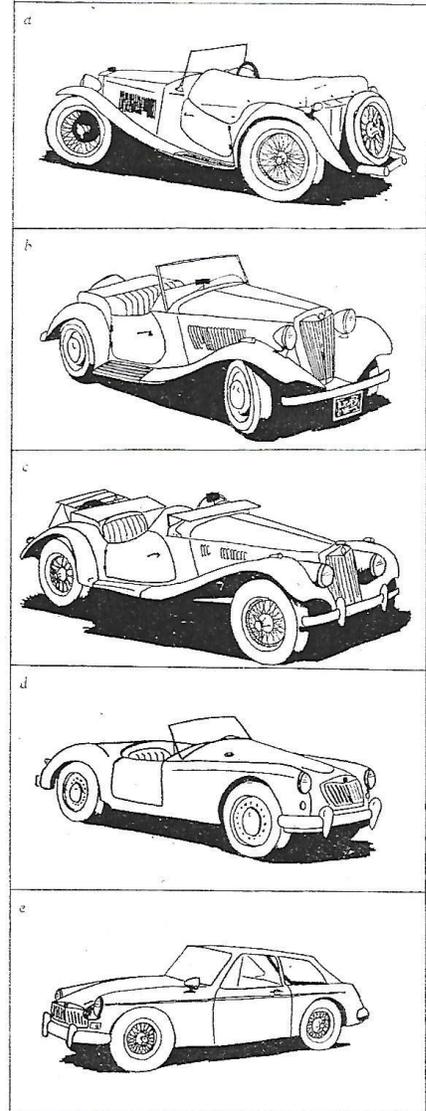


Fig. 2. MG models, a, MG-TC; b, MG-TD; c, MG-TF; d, MGA; e, MGB-GT.

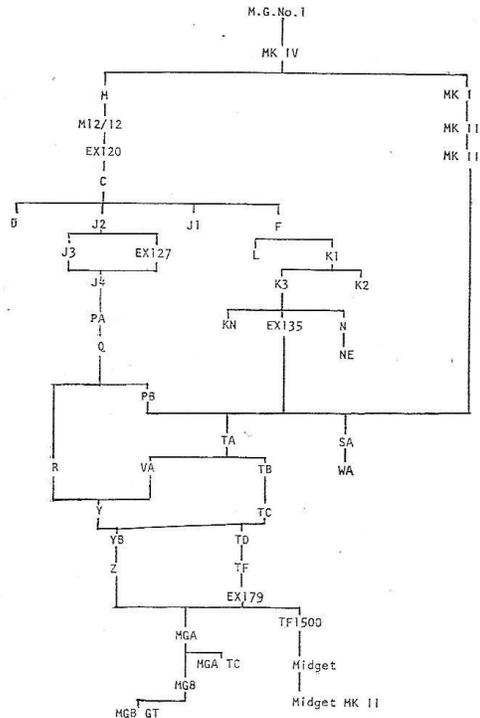


Fig. 1. Phylogenetic pattern of the MG automobiles (after Thornley, ref. 1).

envelope body style had been experimented with as early as 1951. Test data indicated that continued use of TF engines and chassis with simple substitution of a streamlined body would allow a 12 mile/h gain in top speed (Fig. 3, from Thornley, ref. 1) with an appropriate gain in acceleration times. This model which consisted of a new body shell over unchanged mechanical components was designated as the MGA (Fig. 2d). This speciation can be compared with a problem in palaeontology where a slight difference in total genetic make-up produced an

entirely changed shell which, if found without the internal organs, would show little affinity to its predecessors.

The basic MGA body design remained in production for more than 8 yr. During the production, slight changes in the genetic make-up were enacted. The power of the engine was increased and there were small phenotypic changes in the design of the grille and the placement of the tail-light. The duration of this body style suggests that there was a selective premium for the maintenance of the phenotype and that the variations that developed during the 8 yr period are analogous to sibling species.

The MGA Twin-Cam, essentially an MGA with a highly developed twin-overhead camshaft engine and racing-type suspension, was produced from 1958 to 1961. The price of these cars was in excess of \$4,000, nearly twice the price of the standard model. MGs, since their introduction, had been the basis of the low-priced sportscar market, although the MGA was at this time costing \$600-\$800 more than the first TC models. The MGA-TC was not in the low-priced category and found itself in direct competition with the Jaguar models with which it had sympatrically existed since the early 1950s. The direct competition with another genus highly adapted to its niche resulted in extinction of this species. The gene pool did not continue to produce a model obviously incapable of surviving the selection pressures. Finding that the high-priced niches could not be invaded, the factory turned to lower-priced niches for additional exploitation.

In 1962 the MG Midget was introduced. The MGA was not referred to as a midget series car, possibly because the price, in dollars, and the weight, in pounds, both exceeded 2,000, unlike the earlier TC-TD-TF models. The reintroduction of the Midget, the price and weight of which were less than 2,000, met with less competition and flourished. Some of this success is in part analogous to the Batesian-type mimicry presented earlier in the discussion of sedan production.

Production of MGAs continued until 1963. During the 8 yr of its production both the quantity and quality of competition improved. These factors brought about the necessity for more adaptation if the marque was to survive. The economic pressure to maintain a mid-\$2,000 price was relieved slightly by the concurrently produced Midget model; consequently, the new species could represent a departure from the standard price category. The species developed was the MGB (Fig. 2e), produced according to styling trends established by Jaguar's successful XK-E model, offered with a slight increase of horsepower over the MGA and with roll-up windows. The current price of this car is about \$3,000, well below Jaguar's niche and there is no direct competition between these two genera.

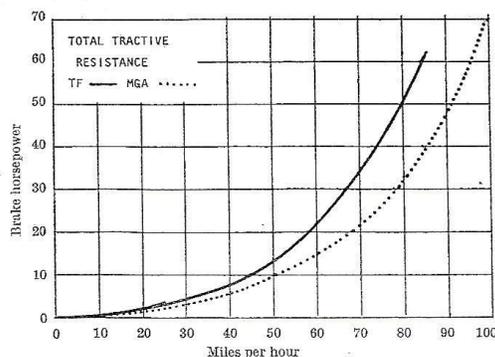


Fig. 3. Total tractive resistance curves. At 50 horsepower the MGA body style allowed an increase of 10 miles/h over the TF model (from ref. 1).

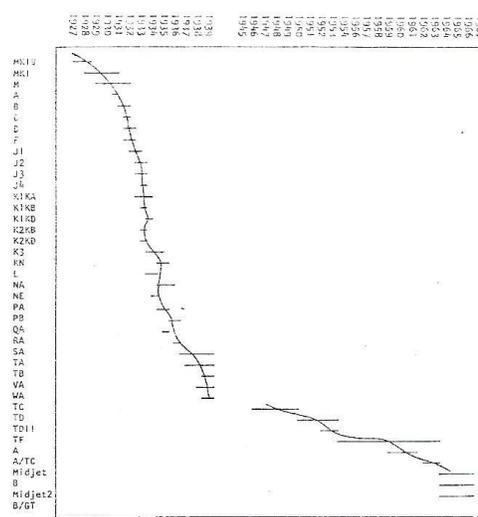


Fig. 4. Life span chart of models produced (after Thornley, ref. 1).

In 1966 an additional form of the MGB was introduced, the MGB-GT with non-removable steel top (Fig. 2e). It remains to be seen if this more protected model, an ecological polymorph, gains popularity in areas where the climate is not compatible with the soft-top varieties.

This topic is an obvious stretching of scientific investigation. The basic weakness in this proposed analogy is the lack of concrete, supportable data. Thornley's book did provide some data and graphs which are included here, but it did not contain the actual production figures which would have allowed insight into population characteristics of the breed.

Individual instances analogous to Batesian mimicry, palaeospecies, genetic structure, the Founder principle, pre-adaptation, gene pools, the Baldwin effect, sibling species, species extinction and ecological polymorphism were recognized.

The overall structure of the various species is presented (Fig. 4). A curve approximating the centre points of the life span of each species indicates that the more recently produced species have had longer life spans and that the rate of evolution before the Second World War is not necessary for the genus to survive. As long as the output of the gene pool is successful in finding and holding a niche the stability continues. The sale of automobiles to the public is the stabilizing factor and the rate at which each car produced is sold relates information to the gene pool. Information flow back to the gene pool in the form of money indicates a successful product. If the breeding rate decreases, the gene pool attempts to reorganize itself to produce a new species which, if successful, will carry on the lineage.

Evolution is a real process and, as can be seen from this article, similar processes can be shown to exist in man-made products. To what degree does this simulated evolution affect the thinking of evolutionary workers who knowingly or unknowingly live in an environment where evolution is fallaciously applied?

Received November 20; revised December 19, 1967.

¹ Thornley John, *Maintaining the Breed*, 187 (Motor Racing Publications, London, 1956).

² Mayr, Ernst, *Animal Species and Evolution*, 797 (Belknap Press, Cambridge, Massachusetts, 1965).