

Minnesota MG Group

June Newsletter

MMGG WASH and WAX Saturday, June 16

Hosts: Jeff and Margo Marko
Where: 4777 London Lane, Eagan, MN
Phone: 452-3835
Start Washing: 10:00 am

Jeff Marko and his wife Margo invite you to the first annual (?) MMGG Car Wash and Wax. Jeff and Margo will supply the water and around 1 pm they'll grill burgers and hot dogs. Soft drinks will be provided. Bring a bucket, soap, rags and a lawn chair to sit back and look at your labors. See the attached map to Jeff and Margo's home: Off of Cedar Avenue or 35E go east on Cliff Road to Johnny Cake Road, turn south for about 1/2 mile to Sherwood Way. On the left is the entrance to Britenny Estates (note stone pillars). Follow Sherwood Way about 3/4 mile and turn left on to London Lane.

FARIBAULT HERITAGE DAYS FESTIVAL Sunday, June 17

Car Show, Swap Meet and Car Corral.

Host: Ed Wassell
Phone: 507-334-4110

Ed will meet everyone at the Huckleberry Hill Truck Stop (with his 1954 MG Midget) off 35W, exit 59 in Faribault between 9:00 am and 9:30 am and go to the fairgrounds at 9:45. There is a MG class and trophies with dash plaques for the first 100 cars. After the show, Ed Wassell and Kevin Mahoney will lead a tour around the local area lakes and points of interest. Your MG should be nice and shiny after Saturday's Wash and Wax, so show it off. The

cost for the car show is \$3 preregistration and \$5 on show day. The entry fee includes the car, driver and one passenger.

RAMBLING ON By John Eaton

As usual when attempting repairs on an MG, a relatively straightforward procedure as described in the workshop manual has little to do with the reality encountered when the procedure is actually attempted. Such was the case at the Spring Tech Session so graciously hosted by Roger and Pat Karnopp.

Replacing lower wishbone bushings with the upgraded GT V8 version is certainly a good idea and really not at all difficult if (and it's a big if) certain problems are not encountered. Problems like: outer wishbone bolts virtually welded themselves to the distance tubes and lower trunion bushings so worn, scarred and rusted that when compared to new are hardly recognizable as the same item. Not to mention outer wishbone bolt holes resembling the shape of an egg, thrust washers pitted and rusted and obviously not flat and parallel within .001" as the book says they should be. Throw in a nearly seized king pin for good measure and you have the recipe for a major front end overhaul.

Roger Karnopp not being the kind of guy to do anything half way has recently done just that. He sent his king pins off to Apple Hydraulics to be completely rebuilt, obtained new wishbone arms, thrust washers, bolts, seals and probably a few other bits I can't think of and now has his "B" back on the road. Bet it feels pretty good too. All in all, a classic case of doing it right!

BRITISH CAR CLUB PICNIC REPORT

by Mike Funck

As luck would have it, the Jaguar Club sponsored British Car Club Picnic was conducted in some of the most thoroughly British weather I have experienced since last I visited that land. To say that it rained would be something of an understatement. Fortunately, Anglo-American spirits prevailed and what appeared to have the makings of a soggy disaster turned into quite a pleasant outing.

When Pam and I set out at 8 that morning, the sky was gray but it had not yet started to rain. That didn't last for long. It started almost immediately and by the time we reached the Hastings kick-off spot, the inside of the MGB was rather damp. I had even thrown in a towel as a precaution since the top leaks but with the driving rain, the towel was soaked through in no time. We didn't fare much better. With water leaking in at so many points, it was quite impossible to place ourselves so as to miss all the drips and drops.

After some milling about in Hastings, it was decided to proceed with the drive in spite of the weather. We headed off into the showers to find some of the prettiest Wisconsin roadways I have ever seen. The Jag Club really knows how to pick a route; even with the wet, it was quite lovely. There were even a few hairpin turns in some of the hill country east of the Mississippi River near Alma. The route was so nice that I have saved a copy of it so that we can drive it again when the weather is better and it can be truly enjoyed.

The weather actually did improve for a while. En route to Alma, the rain let up and we even had dry roads as we wound our way to Buena Vista Park. It didn't last. As we neared the park we were greeted by more heavy rain and gale winds I estimate in the 40 mph range. This was not the best of conditions for a picnic so we repaired to Wabasha for lunch at the Anderson House. Even though the picnic lunch had been carefully prepared and packed, it was not much of an effort to leave it behind for the warmth and good cheer of the restaurant.

After an excellent lunch (good fare at reasonable prices by the way), everyone meandered off in the rain. Our return trip included a stop at the outlet shops in Red Wing where we managed to get by with browsing but no buying. Once at home, a roaring fire soon took the chill off and we decided that it had really been a wonderful adventure after all!

Special thanks to the Jaguar Club of Minnesota for sponsoring a wonderful event and for persevering with great spirit in spite of the wet and cold.

EVENTS REPORT

By Tim Thomas

VSCR AUTOCROSS

On Saturday, May 5, the VSCR, Vintage Sports Car Racing club had it's annual test day at the Owatonna Airport. I went, not to race but to look. That was free. \$20 was a little steep for this non-racing (only in my dreams) Sunday driver. It was well worth my while. Jeff Ingebrigston was there with his four carb (yes, Martha, count 'em) MGA. How long has it been since you have seen Formula Vees or BMC Jr. open wheel cars? A cute little rear engine Lotus went around the track like a slot car and was knee high to just about everything else there. It was great Saturday morning fun.

BRITISH CAR CLUBS SCENIC TOUR AND PICNIC

The tour and picnic on Saturday, May 19, was a little wet and a little cold but the flyer said rain or shine. Oh those poor souls with side curtains (the rain was mostly horizontal). The tour through Hastings, Cannon Falls, Red Wing and on to Alma, Wisconsin was great. Who ever has the MMGG fall color tour (Big Hint) should use this route.

JAG CLUB RALLY SEMINAR

The Jaguar Club had a seminar and Tenderfoot Rally on Saturday, June 2. The seminar covered the concept of a time-speed-distance rally. Explanations were provided on how to read and follow rally instructions and on ways a Rally Master will get you lost or toss an unexpected check point at you.

MMGG TECH SESSION

My thanks to Roger and Pat Karnopp for a great Tech Session. With knowledge and bushings, seals and whatever, I'm off to tame the beast. My daughter enjoyed the Womens' Tech Session as well!

MG MIDGET AUTOCROSS REPORT

by Phil Ethier

Saturday the 21st was the warm-up day for 3M members, run concurrently with the driver's school for novices. The Spridget was running horrible, even though it ran well on Wednesday. Triumph expert Bob Bownes and Pete Jarosch helped me diagnose it. The plug-wire-pulling routine revealed #2 and #3 were doing nothing. I swapped plugs middle-to-end and tried again. Now #1 and #4 were dead! The damned Bosch plugs were no good! Pete gave me a lift in his Pantera to get new Champions. Much better. Bob tuned up the SUs for me. Ah! The Dr. Bobwrench touch! The car ran like a million bucks. I took five practice runs. The car worked fine, the Yokos stuck like glue. Several people told me it looked much faster than last year, but we didn't have times. Bob wrung out his RX7. He went through to the cord on one tire. His new tires weren't in yet and the TR-6 is still undergoing body work, so he decided to bring the Beretta for Sunday's autocross.

Sunday morning the weather was just as nice as the day before. The Spridget felt great on the freeway out to 3M Center. I could hardly wait to get it through the timers. I unloaded, registered, slapped on the numbers (no team.net sticker yet, though) and cruised over to Tech. Bridget passed tech just fine. I jumped in and headed back towards the paddock. First gear. Second gear. Stop sign. First gear. First gear. First gear. Wait a minute! THIS LEVER WON'T MOVE!! I motored at substantially reduced speed to the paddock and removed the shift lever. Nothing wrong here, worse luck. Bob Bownes was there, as was Brian Erickson, MGB pilot and professional mechanic. We tried rocking the car and all the other normal tricks. We were just discussing cutting the top out of the tunnel when Bill Cammack arrived with his road racing 240Z. Bill used to autocross with

me in the old days, then he got into SCCA road racing and hadn't autocrossed in years. He'd called me on City business one day and I'd invited him to the autocross. He'd said that they would come out with his brother's Mazda. The Mazda was in the shop, so they decided to bring the Z-car. Bill had a pair of tin snips. I decided this body will never be restored, so why not? We all laughed about "Kids, don't try this at home on your freshly-restored Spridget". After I completed the massacre of the tunnel from the shifter hole forward to the firewall, we unbolted the remote-control unit and pulled it out. While Brian and I examined it, Bob started fiddling with the selector that was still in the car. Bad news. The remote-control unit is OK. About this time Sue and the kids arrived ready for a picnic lunch and an afternoon of watching Daddy race. I assured the guys that I had parts at home, so we didn't have to be afraid of breaking something. We put a breaker bar against the selector forging and hit it with a hammer. No reaction whatsoever. Bill let me take his truck and trailer so I didn't have to drive home in first gear. Sue and the kids followed. I returned with the rig and stuck around for the rest of the event. Bill lives just down the street from me, so I rode back with them.

Thanks to all who helped. I was happy to meet up with autocrossing folks again. Some, like Bill Cammack and Larry Felsing, were coming back to autocrossing after an absence of many years, like I did in '88. I have waited and prepared for this event for six months, so it is a bitter disappointment to have the car fold before I got on the clock. The question remained: Could we get it ready for MOWOG I? The COM event was probably out of the question.

We did it! Picked up the gearbox at Jack Nessel's shop Thursday night. Took vacation from work at noon Friday, picked up clutch and throwout from Ron Hirabayashi. Changed clutch and throwout and mated gear box to engine. Susie and I hoisted it with the come-along, tilted it into its home and pushed the car forward until it all lined up. The rear mount bottom holes were too far back, but a 34-inch length of furring strip put in where the drive-shaft goes was used to push it forward. After everything was bolted down, we tried to insert the driveshaft. The difficulty of doing this on a Spridget is legendary. Someone had cut a hand

Autocross report

hole in the left side of the tunnel, but I was unable to get the shaft onto the spline. Susie said she didn't like working under the car, so we switched places. I stuck my arm up to the elbow into the tunnel and supported the shaft with the very tips of my fingers. This made the front lighter so Susie would get a better feel on the spline. (She had wanted to know how straight it had to be to start, so we tried it on the bench with a spare shaft.) She says that helped a lot. After a few minutes of frustration, it slid home! It was midnight by now, so we washed up and crashed. Saturday was used to clean up the details. When the TEAM.NET sticker arrived in the mail, we took it as a good omen.

I was at North Hennepin Community College by nine on Sunday. Car was running great on the way up. Spent the next two hours teching cars, so I couldn't walk the course. This combination event with SOLO II is really a hassle. We had to provide two classings for each car. I really think the SOLO II classes are screwy. My stock Spridget against a Suzuki Swift GTI or a CRX? Ridiculous. Sue arrived with the kids (our two and a neighbor who thinks she lives with us) in time for first runs. We had a cooler lunch while watching the Sports Racers, Prepareds and Street Prepareds. Brian Erickson was killing the Vettes in his '70 MGB. It blows peoples' minds when I tell them that this beautiful British Racing Green machine is legal Stock Class except for the rear sway bar. That's right, those Yokos are on stock Rostyle steel wheels, the springs and shocks are stock, the engine is stock except for the Mallory Dual-points. Brian loves the way it handles so he keeps the trick sway bars and does very well, thank you, in Street Prepared. When I find the right body, I will build a Midget that looks as nice, until then, I make his car look even better by parking next to it. Contrast, you know.

Then I hit the track. The layout was interesting. Start in northeast corner of lot. Right turn. Timers in middle of short straight. Nice sweeping left. Long straight, completely wound out in second, slight kink to left that the Midget doesn't notice. Next, 180 to left requiring serious braking. Short straight north. 180 to right. Go straight south ALONGSIDE a slalom line. Turn left around pivot pylon to start north on slalom. Finish slalom by going to right of

exit pylon from the previous 180. One more little dodge to left. Back right to set up for 90-degree left and you are on the west bound straight again through the timers. Make that nice left sweeper again for lap 2. After second time through timers, go straight at the sweeper and turn right. Full stop is required before entering paddock, but no sweat, you are off the clock. First lap I boggled in confusion at the end of the slalom. Some folks actually went the wrong way there, but we all figured it out. My 2nd lap I knew where to go. I could nail the throttle at the start of the slalom and keep it floored all the way up the east edge of the course until shutting down for the left before the timers, thanks to Yokohama (stick!) and Abingdon (worlds greatest steering). First run 1:13.6xx. Second run was smoother, no getting lost. 1:12.8xx. Third run 1:12.35x. I took stock of the situation. I was mostly concerned with my Met Council classes. This is for points in Met Council Autocross Series and MOWOG Series. I will probably not do any more SOLO II this year. The boards were all set up on SOLO II classes, with a list of drivers' name only on the side in Met Council classes. This figures, as they were to issue trophies that day for SOLO II, and no trophies for Met Council, just points. I searched out my Met Council standings and discovered I was lying third out of twelve. I had beat my cousin Sean in his Quantum Syncro (which had won the class at COM the previous week) by about a second. Ahead of me was hot shoe Har Holmes, probably unreachable at 1:10.xxx. Next was (!!) a Honda Civic Wagon, the new, high kind. It has the SI engine, I hear, but they are so heavy and high, didn't worry about it at tech, even though it is on Yoko OOSRs. I had warned him to be careful not to flip it on such good tires. I never saw his runs, and I wasn't going to. He had packed up and gone home. His first run was awful, littered with pylon penalties and slow. His third was 1:17 or so. But the second was 1:12.094! If I could cut a quarter-second, I would have 2nd out of 12. I did very well all over the course with one glaring exception. I blew the pivot pylon on my first lap. I was using trailing-throttle oversteer to set up and this time I did it too soon and scrubbed too much speed. This was no big deal for some cars there, as they had to tiptoe through the slalom. But I treated the whole slalom as a straight with my fast-steering, pitifully-underpowered car. So it cost me big time. 1:12.6xx. Lesson learned.

AUTOCROSS REPORT

I have found the Spridget is closer to neutral with 50 psi in front and 40 psi in the rear. I almost felt like I had a four-wheel drift going in the sweeper between the timers and long straight. Too bad the car was down for the first two events when Har Holmes didn't show. All-in-all, Mission Accomplished for my first outing. This car was virtually the slowest on the lot every outing last year, so I think we are coming along.



ON THE MARKET

PARTS WANTED: Speedometer connector (to transmission), tan drivers seat, both for a 1974 MGB. Ken Merrill, 612-455-5681. jj

FOR SALE: 1976 MGB. Runs well. Needs some body work. Mechanically sound. Cindy O'Brien: 612-560-6994 jj

FOR SALE: 1968 MGB/GT. California car. Wire wheels. Over-drive. No rust. One owner. BRG with red leather interior. Mike Soltis at 612-926-9243 evenings or at Quality Coaches during the day. jj

FOR SALE: Four MGB/GT parts cars in various conditions. 1970, 71, 71 and 74. Jim Griggs. 612-935-8932. mj

FOR SALE: Red 1964 MGB roadster. Approx 65,000 miles. Garaged since 1973. Very original. Contact Mike Guettler, 612-442-5088 (Waconia). mj

MINNESOTA MG GROUP DIRECTORY

Technical Editor: John Eaton
Events Coordinator: Tim Thomas. 729-7125
Treasury: Al and Sharon Kelsey. 484-2262
Newsletter Editor: Mike Funck, 881-3223
Newsletter Publication: Jon Carlson 423-1761
Photo Album: Ken and Diane Merrill
Member Data Base: Al Bramer 432-8058
Contributing Editors: Phil Ethier, Alan Kelsey, Tim Thomas, Ed Wassell

Newsletter Contributions and Ads

Contact: Mike Funck
9517 Portland Ave. S.
Bloomington, MN 55420
612-881-3223

Personal ads for cars, parts for sale, cars wanted, etc. are free to dues paying members. Ad fee is \$10 to non-members. Ads will run two months. Non-members are asked to please submit a \$10 check plus your copy by mail.

For commercial ads, please call or write.

Change of Address

Contact: Al Bramer
626 Portland Mews
Burnsville, MN 55337
612-432-8058

Membership Application/Renewal

Annual dues are \$20 per member/family. *Includes subscription to the MMGG Newsletter.*

Remit \$20 check payable to:
Alan Kelsey - MMGG
15942 Harmony Way Court
Apple Valley, MN 55337
612-891-3452

Associate Membership: *Newsletter subscription only.* Remit \$6 to Alan Kelsey - MMGG

Unless otherwise noted, opinions expressed in the MMGG Newsletter are those of the authors and do not reflect official opinions or policies of the Minnesota MG Group.

CALENDAR OF EVENTS

MOWOG II AUTOCROSS: *Sunday, June 10.* MAC. Raceway Park (between Savage and Shakopee). *Registration:* 9:00 am, *Driver meeting:* 10:30 am, *Timed runs:* 11:00 am. Mark Utecht. 612-739-2980 for details.

MMGG CAR WASH AND WAX. *Saturday, June 16.*

HERITAGE DAYS CAR SHOW: *Sunday, June 17,* 8 am - 4 pm. Rice County Fairground, Faribault, MN. There will be a MG class. Ed Wassell, 507-334-4110. Car Show registration is \$3 in advance, \$5 at the show.

AMGBA NATIONAL CONVENTION. Atlanta, GA. *June 21 - 24.* Contact AMGBA, PO Box 11401, Chicago, IL 60611. 312-437-3897 or Mike Penney at 404-627-1724.

July MMGG Newsletter deadline is July 1. Please submit any copy or ads to the editor by that date.

MOWOG III AUTOCROSS: *Sunday, July 1.* Roseville Area High School. Drake Anderson: 612-561-2332. MN Autosports Club.

MG FEST & MINI-CON 90: *July 12 - 15.* Niagara Falls (Grand Island) NY. Joe or Kathy at 716-683-9380.

MMGG DRIVE TO ST. CLOUD. *Sunday, July 15.* Doug and Mary Madson hosting. Christophe Cordier to again provide pizza courtesy of Pizza Hut.

BIR SPECTATOR NATIONAL RACE: *July 21 - 22.*

FINAL DATE FOR MMGG MEMBERSHIP RENEWAL: *August 1, 1990.*

1990 GRRR (Great River Road Rally). Sponsored by the Alfa Romeo Owners Club. *When:* Saturday, August 11. *Registration:* 10 to 10:45 am. *Place:* Park and Ride lot, junction of U. S. 10 and 61 near Prescott, WI. *Cost:* \$15 to non-Alfa Club members plus \$5 per person for the picnic. *Reservations:* Required for the picnic but not the rally. *Rallymasters:* Pat Stanley and Ed Solstad, 612-822-0569.

BRITISH MOTORCAR FESTIVAL. *August 17 - 19.* Southeastern New England. Roger Jusseume. 508-679-8252.

MMGG AUTOCROSS. *August 12* at Dakota Co. Phil Ethier hosting.

UNIVERSITY MOTORS SUMMER PARTY. *August 24 - 26.*

MMGG/WINGS AND WHEELS. *Saturday, September 8.* Tim Thomas hosting.

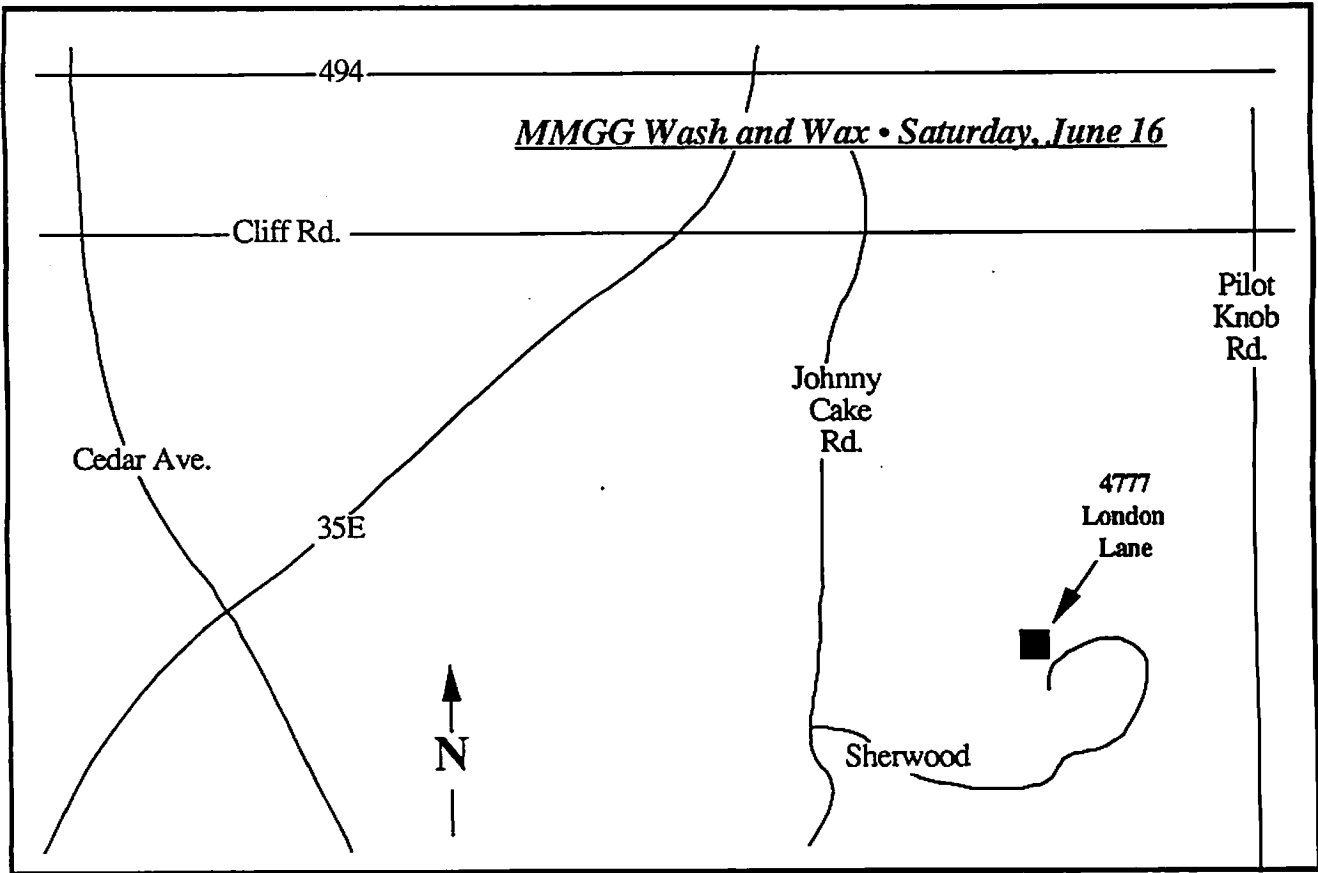
BRITISH CAR FESTIVAL. *September 9.* Oakton Community College, Des Plaines, IL. 708-885-7789.

MMGG INDIAN SUMMER RENDEZVOUS. *October 13.*

TREASURY REPORT

Description	Date	Receipts	Expenses	Balance
Balance Forward	4/30/90			\$1336.62
Newsletter Expense	4/30/90		\$50.00	\$1286.62
Tech. Session Expense	4/30/90		\$44.00	\$1242.62
Newsletter Ad	5/4/90	\$10.00		\$1252.62
Membership Dues (12)	5/18/90	\$226.00		\$1478.62

Treasurer: Alan Kelsey
May 18, 1990



MINNESOTA MG GROUP 1990 MEMBERSHIP APPLICATION/RENEWAL

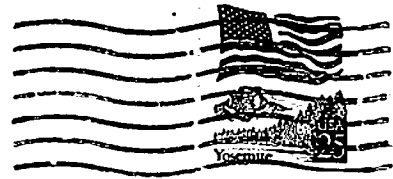
NAME		SPOUSE	
PHONE (Home)		PHONE (Other)	
ADDRESS			
CITY	STATE	ZIP	
CAR 1	YEAR	COLOR	
CAR 2	YEAR	COLOR	
CAR 3	YEAR	COLOR	

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- Annual Newsletter Subscription/
Associate Membership: \$6.00

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15942 Harmony Way Court
Apple Valley, MN 55124

MAKE CHECK PAYABLE TO: Alan Kelsey - MMGG

Minnesota MG Group
Michael Funck
9517 Portland Ave. S.
Bloomington, MN 55420



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