

Minnesota MG Group

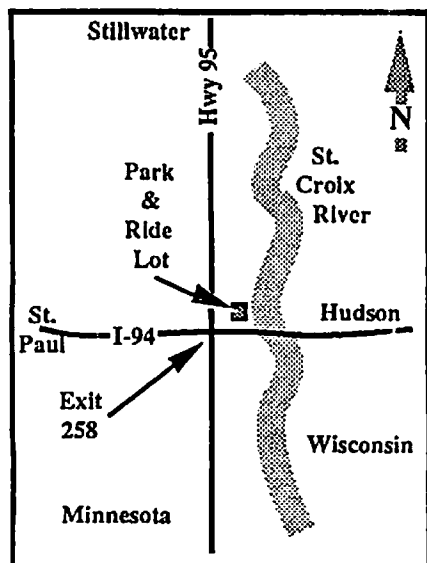
October Newsletter

Indian Summer Rendezvous

Saturday, October 12

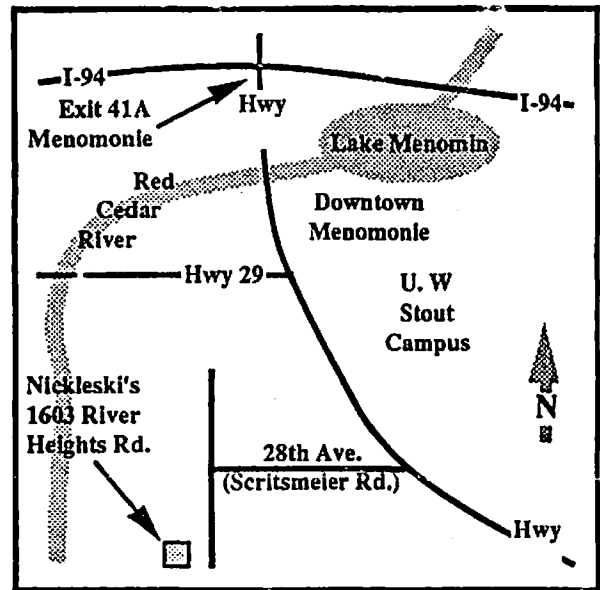
Time for some new roads to travel for the MMGG! Tour the scenic hills of western Wisconsin followed by a picnic at Glenn and Gwen Nickleski's house in Menomonie, Wisconsin.

Itinerary: 10:30 to 11:00 am: Meet at the Park & Ride lot on the northeast corner of the junction of I-94 and Hwy 95 in Lakeland, MN. To get there go east on I-94 to Minnesota exit 258 (Hwy 95) to Stillwater. This is the last exit before the bridge over the St. Croix River. After exiting, proceed north back under the freeway. The Park & Ride lot will be on your right. See map below.



11:00 am: Caravan departs over the St. Croix River bridge headed for River Falls, Spring Valley, Irvington and Menomonie. A detailed tour map will be available at the start.

12:30 pm or so: Arrive in Menomonie for MG talk, bocce ball, volleyball and a picnic. Plan to eat about 2:00 pm to 2:30. Brats, hamburgers and lemonade provided. Bring a dish to share, your own plate/utensils and a lawn chair or two if you can squeeze them in.



Wheels & Wings Report

by Jim Lymburn

The Wheels and Wings festival was a great success. Ken and Diane Merrill planned the route we took to the event. They had driven the area so we wouldn't run into road construction. They also gave away some MMGG shirts and hats for the person closest to guessing mileage before we took off. Liz Borken took first, winning an MMGG hat and shirt. Greg Hawk was second, winning a shirt and John Eaton placed third with a hat. Many thanks to Ken and Diane for all of

RSVP: Glenn Nickleski
612-733-7470 (work) or
715-235-2156 (home).

If you can't make the caravan, the most direct route would be I-94 straight to Menomonie. Take exit 41A south past Lake Menomin, downtown Menomonie and the University of Wisconsin Stout campus. Turn right on 28th Ave. (also called Scritsmeier). Scritsmeier ends at River Heights Road. Left on R.H.R. to the last house. See map.

their hard work.

The MMGG also won a group award for having the best turn out of any club at the car show. We had 27 cars in attendance, gathered all around our new Minnesota MG Group banner. It was very impressive.

As for my story, it was another love/hate relationship with my MG. I was at the tail end of our group in case anyone had problems. Well, you guessed it: I had the problem. My fuel pump died. If it wasn't for the foresight of Verl Wilkins having a fuel pump with him I would still be on that road.

Verl came along a few minutes after my misfortune and stopped to see if he could help. We narrowed the problem down to the fuel pump. He gave me the extra one he had and said he would check back later if I needed more help. After about a half hour and some help from another car buff who stopped to help I was back on my way to the event. Thanks to Verl for his help and MG spirit my day turned out to be very good with only a slight inconvenience.

*Safety Fast
Jim Lyburn*

What a Great Day By Alan Kelsey

Although it was a little foggy and cloudy our day got off to a great start at the Holiday Inn Plymouth with an opportunity to view a number of MG Ts who had come for their Gathering of the Faithful. We saw a pretty red MGA coupe which was for sale and a great looking MGB Limited Edition from

Illinois. A real eye-catcher was a gray, black and silver T that was being readied for travel in a matching trailer with the MG logo on the side being pulled by a black and silver Suburban. The car was a real beauty. We also enjoyed seeing Dave Braun, one of our club members, drive away with the trophy for Most Seasoned car. It was a real pleasure to have one of the Ts from Aberdeen, SD join us for the drive to Doug's on his way back to South Dakota.

Our drive to Doug's was led by Nels Aarrestad through some beautiful countryside, seeing several old, restored homes along the route. It was fun to exchange smiles and waves with many people as our little "parade" passed them. The general consensus was that this was a great drive!

We also enjoyed a brief stop for beverages and donuts at Mike and Jackie Mitchell's home. It was a joy to see all our MGs filling their cul-de-sac while we enjoyed the delicious snack and wooded surroundings. Mike led the final portion of the drive to St. Cloud winding past lakes and through a wildlife refuge.

When we arrived at Doug and Mary's, Mary had a delicious buffet ready for us. We enjoyed sloppy joes, fruit and some excellent pies from Baker's Square (courtesy of our club member Christophe Cordier). Following lunch, Doug put our car knowledge to the test with a parts quiz. First prize was won by Roger Karnopp, followed by John Eaton in second and Ron Larson in third place. Some of us just had fun guessing and are really glad that there are some people who know what they are doing when it comes to parts.

John Eaton and Roger Karnopp led a tech session on bleeding brakes demonstrating the Easy Bleed system. One of the best things that it demonstrated was what to do when things don't immediately work the way they are designed to. One of the requirements for success with this system is to have everything sealed tightly. If there are any air leaks it doesn't work. When the cap for the Easy Bleed was first put in place we had major problems with air leaks. However, John and Roger showed us how they could successfully use the gasket from the the master cylinder cap in conjunction with the gasket that comes with the Easy Bleed cap to eliminate the problem. With that problem remedied we observed the relatively simple process of bleeding the brakes starting with the one farthest from the master cylinder. The spare tire (reduced to 22 pounds for pressure) was the source for air pressure for the Easy Bleed process. We did see that pumping the brakes also helped to "push" the fluid through. The "operation" was a success and the brakes work just fine.

We closed off the activities with three teams participating in a generator assembly race. The first team to get the generator put back together was Roger Karnopp's team. Fortunately, it was not a requirement that the generator work when the race was completed since some teams even had small arts falling out as they held up their completed assembly.

In addition to enjoying the beautiful surroundings of Madsen's immaculate yard and gardens we had an opportunity to see Doug's latest project. Doug had purchased one of the new body shells and will be

putting a B together piece by piece. It will be fun to see this project in process and the finished car.

Membership Update

Tom & Mary Anne Arsenault
Fridley, MN

David & Margaret Bjork
Mounds View, MN
Red 1971 MGB

Roger & LaVerne Bjorklund
New Brighton, MN
Red 1979 MGB

Mike & Mary Carpenter
Eagan, MN

Christophe & Karen Cordier
Sauk Rapids, MN
1970 MGB

John & Betty Erskine
Richfield, MN
Green 1977 MGB

Jim & Judy Evenson
Wyoming, MN
Red 1958 MGA

Robert & Shiela Figenskau
Minnetonka, MN
Red 1952 MG TD
Red 1947 MG TC
Blue 1933 L-1

Greg & Laurie Fitzer
Mendota Heights, MN
Blue 1972 MGB

Tom & Linda Gagnon
Faribault, MN
Orange 1971 MGB

Darrel Giguere
Woodbury, MN
1974 MGB

Kim Harkness
St. Paul, MN
Blue 1974 MGB

Jeff & Anne Ingebrigstson
Maple Grove, MN
1959 MGA

Rob Larson
Willmar, MN

Gordon & Sheila Matson
Eden Prairie, MN
Carmine Red 1980 MGB

Jim & Laura McCormick
White Bear Lake, MN
Red 1957 MGA
Beige 1974-1/2 MGB GT
White 1980 MGB

Aubrey Wright
South St. Paul, MN
Harvest Gold 1973 MGB

MMGG Trip to St. Cloud by Roger & Patricia Karnopp

The Minnesota MG Group met at the Perkins on 494 and Hwy 55 in Plymouth. We were hoping to see all kinds of MGT's from The Gathering Of the Faithful event; however, most of the MGT's had already left for home.

The MMGG event had approximately 25 cars loaded with MG enthusiasts. Doug Madsen led the group on a scenic tour via the back roads to Big Lake Minnesota where we made a pit stop at the home of Mike and Jacki Mitchell. After refueling ourselves with coffee, soft drinks and rolls Mike led the caravan around Big Lake and then to Doug and Mary Madsen's home in Sauk Rapids, Minnesota. The Madsens put out a spread of a lunch and

Christophe and Karen Cordier satisfied our sweet tooth with Bakers Square pies. Yum! Yum!

While the women enjoyed some good conversation and scenic surroundings, the men and a few adventurous women rolled up their sleeves and got to work. Doug Madsen had put some thought into a brain teaser MG part identification quiz. A list with 25 MG part types were given to each participant and then there was a table with 35 associated parts numerically identified. The object was to match the name on the list with the numbered part on the table. Good Fun! The tech session was on "How to bleed your brakes with an Eezibleed Kit". Hopefully this will keep Al Kelsy and his MG from sliding side to side on our highways and by ways.

The last event was a race to see which team could put together a generator the quickest. Doug picked the captains: John Eaton, Gordon Matson & Roger Karnopp and the captains picked their team members. It was a LeMans start and all teams were jockeying for position. Gordon Matson's Team claimed victory earlier on; however, Judge Madsen informed them that they were missing the securing bolts. They scurried back to their assembly table and soon there after Roger Karnopp's team of Jerry Sood, Nels Aarrested and Blake Urban won the generator assembly race. Rumor has it that John Eaton has his team in training and boning up for next years event.

A special thanks to the Madsens, Cordiers and Mitchells for their hospitality and all around fun day.

TREASURY REPORT

Description	Date	Receipts	Expenses	Balance
Balance Forward				\$1203.35
Postage	7/28/91		\$29.00	\$1174.35
Prizes	8/10/91		\$63.86	\$1110.49
Food	8/10/91		\$40.00	\$1070.49
Bank Service Chg.	8/11/91		\$3.88	\$1066.61
Memberships (8)	8/28/91	\$160.00		\$1226.61
		\$160.00	\$136.74	

Treasurer: Alan Kelsey
August 28, 1991

On the Market

FOR SALE: 1961 MGA mk II. Partially restored from the frame up to a rolling chassis with body still removed for painting. The frame and suspension parts were sand-blasted and powdercoated after new battery boxes were welded in place. Every part from then on was treated the same way. The frame is built up to a rolling chassis with new 60 spoke wire wheels and tires, new front hubs; all new bearings and bushes new shock absorbers, etc. etc. The engine was professionally rebuilt, cleaned and painted the original engine color. Will let an interested party take this off my hands for the amount I have in it, or of course I am open to interesting trades. Eric Hiss, 510-644-0169 (H) or 510 486-6236 (W) or reference inquiries to Phil Ethier, 224-3105 or 298-5324. so

FOR SALE: 1966 MG Midget Special suspension parts, Winner's Circle front and rear

adjustable sway bar. Panhard Rod. Fresh red paint, White top. Kirk roll bar. Fresh front tube shocks. At the RoseFest autocross, took ESP class and was 7th overall out of 96 entrants, including pure race cars. Velocity stacks with foam filters. LCB header. Monza muffler. Street legal.

Parts: Original front sway bar, 1098 engines and parts, 1275 engines and parts, transmission parts, driveshafts, steering racks, MGB radio, original mirror, doors, trunk lids, front fender, rear bumper, door hardware, original "Sprite" and "Midget" chrome identification, SU carbs, windshield frame, window winder mechanisms, wing window frames and glass, tonneau cover to repair or for pattern, electrical parts, top irons and header, headlight ring, seats, much more. I have spare wire-wheel and 4-bolt halfshafts, and a complete rear axle. Much more. \$3000 or offer.

It all must go, I have purchased another project car. Phil Ethier, 224-3105 or 298-5324. so

WANTED: 1600 MGA Parts, body parts, speedo, etc. Mike True, RR 5, Box 71AAA, Ft. Scott, Kansas 66701. so

FOR SALE: 1971 red MGB; new top, excellent engine and interior, good body, stored winters, collector plates, new head pipe and muffler, recently resealed engine, wire spokes, maintenance history available. \$3850. David Bjork, 612-786-0269. so

FOR SALE: MGB head - \$25. MGB block (18V) - \$25. MGB block (18B) - \$25. MGB transmission (1968) - \$25. MGB radiator (1968) - \$25. MGB vented valve cover - \$5. MGB unvented valve cover - \$5. Two MGB oil pans - \$5 each. MGB (1968) starter - \$10. Two flywheels - \$10 each. Jim Anderson, evenings, 507-234-6691. so

Removing Paint and Surface Rust

by Roger Karnopp

At some point in time you may have the desire to aesthetically recondition part or all of your MG. This will involve removing paint, rust, grease and dirt. I'll pass along some experience that I have gained in restoring my MG.

Immersion Tank Stripping

The most desirable way to remove paint and rust from large difficult to reach areas is by chemically dipping the entire assembly (body tub) in a large tank. The best method uses an electrolytic immersion process which causes the rust and paint to float off the steel. This method leaves the metal surface bright and clean and should not remove any metal. Another stripping method employs the use of acidic chemicals and also does an acceptable job. The metal surface does not look as clean and bright as the electrolytic process but generally is acceptable. Immersing the entire body allows the chemicals to clean areas impossible to reach by abrasive (sand) blasting or hand surface stripping. Immersion Tank Stripping also removes years of underbody grease, undercoating and tar. There are several businesses in the area that offer these stripping services. Tank Immersion Stripping is by far the most complete way to remove paint and rust and the most expensive.

Chemical Hand Strippers

If your goal is to remove paint from the top exterior surface

only, chemically stripping by hand may be the method to use. There are several types of chemical strippers available from your autobody supply house or possibly check into aircraft paint strippers. This method will require a lot of elbow grease in a well ventilated area. This method will not remove surface rust or rust pitted areas.

Abrasive Blasting

Abrasive Blasting (sand or glass beads) is another method that can be used to remove paint and rust. The abrasive media bounces off of soft material; therefore, Abrasive Blasting will not remove grease, undercoating or tar. Sheet metal panels can be warped if the too much pressure is used in blasting. Sand Blasting does slightly etch the metal which provides a good adhesion surface for primer paint. Abrasive Blasting does an excellent job at removing surface rust and rust pitted areas.

Body Tubs: The MGA has a steel body tub which can be removed from the frame where as the MGB has a unitized body with no frame. If you are interested in removing paint, rust, tar, and grease from all areas of the body tub immersion tank dipping is the most desirable method. If the cost of dipping scares you away, try abrasive blasting or surface stripping the affected areas.

Steel Body Panels: Fenders, Doors, Hood and Trunk Steel body panels can also be dipped with excellent results; however, if you are on a budget abrasive blasting or hand stripping may suit you fine. When abrasive blasting steel body panels care must be taken

in using the correct pressure otherwise metal warpage will occur. There are businesses that abrasive blast with a fiberglass media which reduces heat and warpage problems. The fiberglass media due to its softness does not remove surface rust or rust pitted areas. Also remember that abrasive blasting will not remove grease, tar or undercoating from inner fender areas. Hand stripping the inside and outside of a fender followed up by abrasive blasting to clean up the rust may be the most economical process.

Aluminum Panels: MGA Doors, Trunk and Hood; Early MGB & MGC Hoods: DO NOT even attempt to abrasive blast aluminum skinned doors, trunk or hood. Warping will likely occur if you try. Immersion dipping or hand stripping will give the best results. The metal frames for these items may have some rust which will require some elbow grease to remove. I've heard of the Airline industry using walnut shells to remove paint off of aluminum aircraft. Check into this thoroughly if you decide to use this method.

Frame and suspension: The most reasonable method to remove rust and paint from heavy gauge metal is sand blasting. There are several businesses around that have large pressure blasters which can strip the frame and suspension to the bare metal in no time.

Wire Wheels: Again chemical dipping would do a great job but abrasive blasting is more economical with excellent results.

(continued)

Pros and Cons

People that are pro abrasive blasting say that the immersion dipping chemicals can leach out of body seams over time. People that are pro immersion dipping say that abrasive blasting work hardens the metal. The truth lies some where in between.

Calendar of Events

O C T O B E R

6. Minnesota Triumphs Fall Colour Tour. 1:00 pm. at the McStop on I-35 and Dakota Cty 70 south of Burnsville Center for Minnesota River Valley Tour.
12. Indian Summer Rendezvous. The annual Minnesota MG Group fall color drive.
12. Minnesota MG T Register Hare & Hound Rally. Mississippi Belle parking lot, 10:00 am.
13. Hayshaker autocross. Corvettes of MN. Sean Coleman, 612-724-4752
20. MOWOG VII autocross. John Krussow. 612-535-5393
20. Japanese Grand Prix, Susuka.

N O V E M B E R

3. Australian Grand Prix, Adelaide.

Official MMGG events are listed in bold type. Please, check before you go. The MMGG can't take responsibility for program/schedule changes of other clubs.

Minnesota MG Group Directory

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Membership Application & Renewal

Membership 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 55124
612-891-3452

Associate Membership: *Newsletter subscription only.*

Remit \$6 to Alan Kelsey

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.

Newsletter Contributions

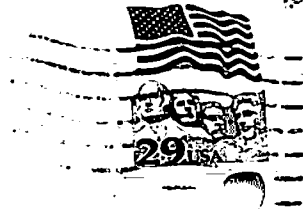
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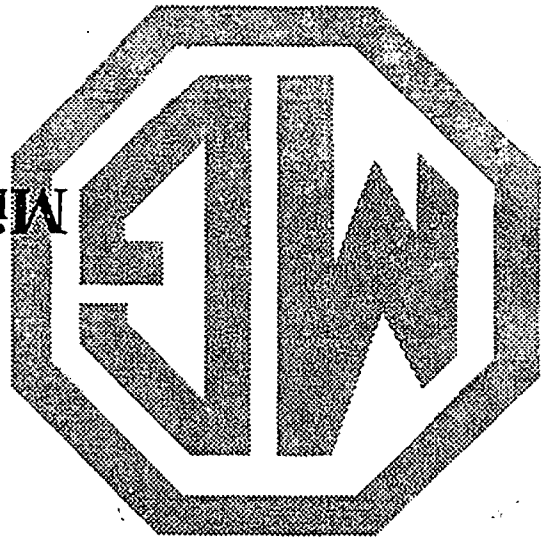
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October 12