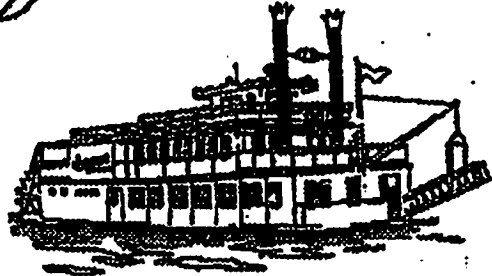


Minnesota MG Group Gazette

Monthly Newsletter of the Minnesota MG Group

June 1994

CRUISING DOWN THE RIVER



RIVER REMINDER

Al & Helen Schultz need to know by JUNE 15th if you are planning on "Crusin' Down The River" with them on the beautiful St. Croix River aboard the Paddle Wheeler Andiamo.

Entertainment provided by "The Emperors of Jazz" Dixieland Jazz Band.

Although this event is several months away we need to confirm reservations by JUNE 15TH!

Adults... \$15.95

Kids 5-10... \$12.95

Kids 5 & under free

SUNDAY

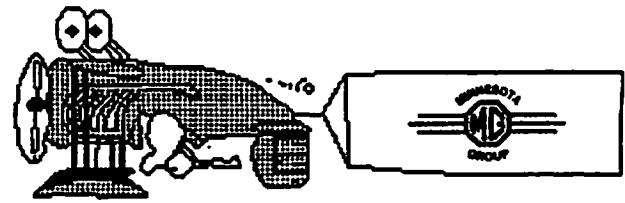
AUGUST 14

1:30 - 4:00 PM

Send Al & Helen a check today and let them know how many adults and how many kids 6 and older will be attending this fun filled cruise and dinner.

AL & HELEN SCHULTZ
2700 SO. SHORE BLVD.
WHITE BEAR LAKE, MN 55110
(612) 429-5745.

More details to follow in upcoming Gazettes.-Ed.



PLANES OF FAME

This was a new event last year and is back by popular demand! (especially from John & Dave)

The Planes of Fame Air Museum has the world's largest collection of vintage World War II aircraft. All of the planes have been restored and maintained in flight worthy condition. There are about 25 planes including a P40 Flying Tiger, P38 Lightning, P47 Thunderbolt, B25 Bomber, Corsair and a British Spitfire.

These planes are of the same era when MG's dominated the sports car scene! The museum also offers Stearman T rainer biplane rides for those looking for another type of wind in the face. The museum's gift shop features books, patches, posters, shirts, models, toys and other special memorabilia.

Our group will have a tour of the museum starting at 2 PM. The group tour rate is \$4.00 per person, payable at the door. This year's tour will be given by Ted Murray, a naval aviator who flew off of carriers during the war.

After the tour, we will picnic at Staring Park Pavilion which is right across the street (Pioneer Trail) from the museum. Food will be provided, but you can bring a dessert to pass if you wish!

This is a FAMILY EVENT so bring the kids. They will enjoy the planes and the park which offers volleyball and play equipment.

We look forward to seeing you!

Your hosts Jim & Jolene Lyburn



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MEMBER APPLICATION & RENEWAL

Membership dues are \$20 per member/family per year. Includes 1 year subscription to the MMGG Gazette.

Send \$20 check payable to:
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 15942 Harmony Way Court
 Apple Valley, MN 55124
 (612) 891-3452

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



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Triumph Teasings

I know of no other club that would take these jokes as well as our sister club, The Minnesota Triumphs (I hope) Besides, they can use these in their newsletter against us too!

What do you call a Triumph with dual exhaust?
 A wheelbarrow.

How do you double the value of a Triumph?
 Fill it with gas.

What do you call a Triumph passing a MG?
 A mirage.

Why do Triumphs have heated rear windows?
 So your hands don't get cold while you're pushing them.

What do you say to a Triumph owner with a pit bull sitting in the car with him?
 Nice car, real nice car!

What do you call a Triumph with brakes?
 Customized.

Although I'm picking on our friends in the Triumph club, any marque will work for these jokes. They're just jokes guys, don't get mad, get even.

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Are you running out of space to store those important things?



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Around The Bend

Upcoming events around the Twin Cities and the nation! MMGG events are shown in **BOLD** text. Please check with host of event for any scheduling/meeting changes.

June

June 5 - University Motors Early Summer Picnic, Grand Rapids, MI (616) 245-2141.

June 10 - 5th Annual Heartland MG Regional Car Show, Independence, MO. Larry or Kathy Dickstein (816) 356-6053.

June 16-19 - Moss Motors British Car Festival, Buellton, CA. (800) 235-6954.

June 19- Flying Cloud Air Museum Tour & Picnic, hosted by Jim & Joleen Lymburn. (Maybe we'll see the planes this year John)

June 23-26 - North American MGB Register Annual Convention, Washington, DC. The Madson's and Henle's have already made reservations, give one of them a call to join them on this fun filled trip to our nations capitol.

June 22-26 - GOF Mk 58, Syracuse NY. The TD Challenge; The search for the best TD in the WORLD! The New England MG T Register.

June 23-26 - MG '94, Dulles Airport Marriott Hotel, Washington, DC. MGCC Larry Berger (301) 428-0264.

June 24-26 - SVRA. MG is the featured car at Mid-Ohio Sports Car Course. Barbara Trueman (614) 876-3203.

July

July 6-9 - GOF Central, Inn of the Ozarks, Eureka Springs, AR. Richard Holmes (918) 627-4400.

July 14-31 - MG Stampede. The trip begins at Calgary in Alberta, goes over the Rockies to Vancouver, and ends in Seattle. Spaces for A,B,C, and Midgets in addition

to the T types and vintage MG's. The New England MG T Register, (607) 432-6835.

July - **STILL IN PLANNING STAGES LOOK FOR MORE INFO NEXT MONTH. ED.**

July 21-24 - GT 19, NAMGAR (North American MGA Register) Annual Get-Together. Winston-Salem, NC. Pieter Korvink (704) 846-6606.

August

Aug 3-7 - Vintage Triumph Register Convention, Asheville, NC.

Aug.5-7 - Third Annual Southeastern MG Festival, Belleview Mido Resort Hotel, Clearwater FL. Bruce Rauch (813)576-9474.

Aug.14 Join hosts Al & Helen Shultz for this new event! An afternoon Dinner Buffer Cruise on the beautiful St. Croix River aboard the Paddlewheeler Andiamo.

Aug.12-14 - MGC Register's CBA, MKXIV, Toronto, Canada. Keith Holdsworth (416) 889-4028.

Aug. 18-21 - University Motors 18th Annual MG Summer Party. John Twist Grand Rapids, MI (616) 245-2141.

September

Sept.8-10 GOF Mk 59, Trumbull, CT, New England MG T Register. (607) 432-6835.

Sept. 10 - Wheels & Wings, Osceola, WI. Cars, Books, Planes, Trains, Tractors, Arts & Crafts, and hopefully better weather than last year! The MMGG won 2nd place for best participation by a car club in 1993, let's see if we can make a first place showing this year. Hosted by Randy Byboth.

Sept. 17 - Moss Motors "Fall Classic" All British Meet, Goleta, CA. (800) 236-6954.

October

Oct.9 - Fall Colors Tour. Join us for the true beauty of Minnesota in the Fall. Hosted by The Stovall's & Wilkins.



MMGG Marketplace

FOR SALE - 1969 MGB. New motor, rest of the car in good shape. Also parting out 72 MGB-GT, and 70 MGB. Parts must be sold. Neil Behnke. 507-462-3521.mjj.

FOR SALE - Two sets of 1971 MGB spoke wheel suspension systems with wheels and one MGB transmission. John Wold 439-6714.amj.

Wanted - Factory option chrome luggage rack in good condition for 1977 MGB. Al Schultz (not Schmidt)429-5745amj.

FOR SALE - 1974 chrome bumper Midget. 58,000 miles. Less than 2500 miles on rebuilt engine, front suspension, transmission, brakes, and clutch. Needs very little. Runs great. BRG, autumn leaf int. Rostyle wheels. Have new interior panel kit still in box. Many used parts also. \$5500 **FIRM.** Dave Stovall 894-4203mjj.

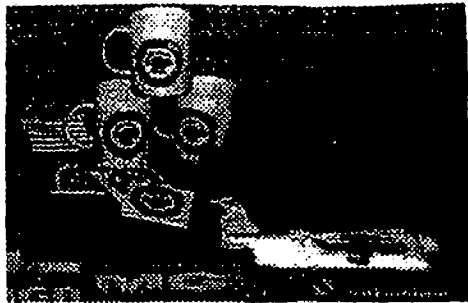
FOR SALE - 1980 MGB Roadster. Bright Yellow. 40,00 orig. miles. Stored winters, no rust car is in excellent condition. \$8200. J. Cook 631-0406.jja

FOR SALE - 1974-1/2 MGB-GT. Good car. 1969 MGB-GT, 1976 conversion, 1/2 finished. 1960 MGA Roadster. Half of restoration completed. Short on space and time if not money. Would like to sell one or two. Verl Wilkins 935-1608.jja

WANTED - 68 or 69 B'-GT dashboard, seats and most all interior trim in very good condition. Also need MGC tachometer. Have parts to trade or will purchase. Verl Wilkins 935-1608.jja



Minnesota MG Group



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Support your club, and show the rest of the motoring public you are a unique person, you belong to the best MG club in the world. The Minnesota MG Group

YOU MISSED IT...A?

I don't usually feel too bad for other people when it's their own decision to miss out on something, but man do I feel bad for the other 90 of you who didn't go to Thunder Bay with us.

Jim Lymburn, Randy Byboth, Ken Merrill, Jeff Ingebritson, and yours truly had THE BEST TIME.

We left from the Holiday station in Forest Lake at 9:30 am with two Austin Healeys and a Triumph TR4A driven by Dave "Are we there yet?" Phillips from the Minnesota Triumphs. (Geez Dave, sorry we held you up along the way).

We stopped for lunch at Grandma's in Duluth and peered in the windows at Archer's Classic Cars. Sadly the doors are now closed forever, although the showroom was full of vintage cars.

Minnesota MG Group

From Duluth we motored along the north shore of Lake Superior past the beautiful Victorian homes along the lake front. Even saw a late model MGB for sale in someone's driveway. Stopped at Grand Marais for gas and a pit stop then continued north to the border.

Stopped at the border and answered the typical questions. "Do you have any guns, knives, mace tear gas, or any offensive weapons?" We all answered no but I know of one offensive weapon Randy was carrying in his car, Ken Merrill. He had a Rueben sandwich for lunch and was putting out an offensive air every so often. Wasn't so bad when I wasn't following too close in the caravan though. Good thing Randy had the top down!

We arrived at the hotel about 5 PM and registered and looked around for cars. At first I was disappointed as I saw only two British sports cars in the parking lot in front of the hotel! After talking with one of our hosts, he informed us that there was special parking in the BACK of the hotel just for the event. As I turned the corner around the hotel, I said out loud "This is gonna be a great weekend!"

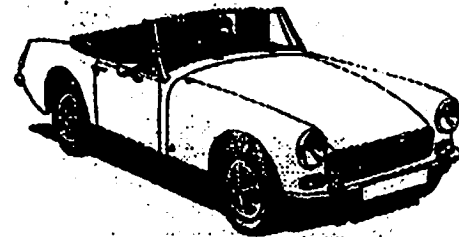
There before me were just about every example of European sports car ever made. Almost every model of MG was present. MGTC, MGTD, MGTF, MGA, MGB, *chrome and rubber bumper*, and my MGC; if we only had a Midget, it would have made quite a picture. (I do have one of all the MG models there, and will run it in an upcoming issue).

There were Triumphs, Jaguars, and Austin Healeys. Also there were Saabs, Mercedes, a turbo-charged Corvair, Opals, Hondas, and my personal favorite a 1963 Fiat 500, The smallest car I've ever seen. Over 65 cars showed up for this event. I'll have pictures in an upcoming issue.

The event was hosted by the Thunder Bay Vintage Sports Car Club, one of the most dedicated,

MGB DRIVER

Acknowledged as the leading source of information for all MGB and Midget owners, **MGB DRIVER**, a 60 page bi-monthly publication, comes packed with technical and historical information about your car. Subscriptions are \$25 per year. For a sample copy, send \$4 to P.O. Box MGB, Akin, IL 62805, or call 1-800-NAMGBR-1.



hard working and friendliest group of people I have ever had the pleasure to meet.

We barely got our cars parked when a crowd formed around to welcome us to Canada and the event, thanking us all for coming and asking about the trip and our cars. It wasn't too long before we began to check out the other cars as well.

Saturday morning found us in line waiting to start the rally. Needless to say I'm not the ideal choice for a navigator. The rally was a city type, and Jim Lymburn and I didn't get too far before we were lost. We stopped at McDonald's for lunch and headed for the slalom races.

Jim did well, finishing in third place overall behind a TR6 and a Spitfire.

The winner of the car show was a very nice TR6 followed by a Austin Healy and a Jaguar. Great dinner too.

The weekend, from start to finish was run in a friendly, professional, and truly enjoyable way that is a tribute to the dedication of the 30 total members of the Thunder Bay Vintage Sports Car Club.

Flats and Spares

Dave Stovall

I hate flat tires. I love wire wheels. Mine are painted but someday I hope to have a full set of Dayton chrome wires on my "C." I have read extensively about cleaning and checking both the splines and the hubs on cars fitted with wire wheels, hell I even wrote an article about them a few months back.

Guess I now know the meaning of practice what you preach.

We went to Wabasha last month, to the Anderson House for lunch. I truly believe that Highway 60 East from Highway 52 has got to be the best "MG" road I've been on since owning my cars.

As we came out of the Anderson House after a wonderful lunch, Doug Madson and I were walking to the parking lot and all he said was "Oh Oh Dave, I think you gotta problem." I looked at my car to see the right front tire was flat. No big deal I thought, I made sure the spare was fully inflated before I left this morning. Just switch 'em and be on my way.

Now, shortly after getting my "C" home after I bought it, I made a point of pulling all the wheels, cleaning and checking the splines, spokes, hubs, and re-lubricating them prior to installing them on the car. All four ready to go for the year.

So as I'm installing the spare in the parking lot in Wabasha, I realize I never checked the condition of the spare wheel, so I gave it the once over before mounting it.

The splines on the wheel looked worn . . . Real worn. There was some grease there so they weren't rusty, just worn. I put it on and tightened the hell out of the nut.

I got about two blocks to the first stop sign, casually hit the brakes to stop, and heard a sound that defies description. I didn't



The rest of the club gasped in amazement as our ever-resourceful Newsletter Editor proceeded to kick start his MGC.

know what it was, but I knew where it was coming from.

Ken Merrill and his daughter Lisa were ahead of me about 50 feet and he heard it too, pulled over and gave me a look like "What the hell was that?" I pulled up behind him and stopped again to the agonizing sound coming from the front right side of my car. Ken came back and said "Pull up a little and I'll see if I can figure out what it is."

I got out and checked the nut, it was almost off the hub. Did I forget to tighten it? I recalled Doug had hammered it on for me. I re-tightened the nut and pulled out again. The first stop sign I came to the noise was back.

I figured the splines on the wheel were so worn that when I hit the brakes the hub stopped turning but the wheel and tire kept spinning. The noise we heard was the splines ratcheting over the splines in the wheel. Because the wheel was turning and the hub wasn't, it was loosening the wheel nut also.

Stopped at a station and got the tire inflated, the flat one cause the station wouldn't fix it, and put it on the car.

I got about 15 miles from home when the tire blew out again. What a joy to try to control a MG with a 700 lb. engine on one wheel. NOT!

I had since left Ken far behind me, and not anxious to call home and tell Vicki "I'm broke down again, can you come and get me?" I decided to put the bad wheel back on, and try to get it home. I figured if I didn't have to brake, I could make it home. Some real logic there huh? I tried to time the lights with my transmission and not the brakes, slowing down 100 yards from the intersections.

I only had to stop for red lights twice. I don't think the parking brake will ever be the same, not to mention my right arm.

Needless to say, if you have wire wheels on your car and one in the boot, and they aren't brand new, check, clean and lube them all. Take the time to put the spare on the car and make sure it's ok, you may need it someday. Hindsight is 20/20 as they say.

My sincere thanks to Ken and Lisa Merrill, Doug Madson, and Wolf & Mary Schroeder for their help.

By the way, anyone out there have a good used 15" wire wheel for a reasonable price? Painted or chromed, I don't care, just as long as it has splines.

Rear View Mirror

John Stebner
November 1987. I vividly remember the 1987 Fall Color Tour which was reported on in this month's newsletter. The "Fall Color" had disappeared about two weeks earlier and it was one of those cold, bone chilling October days. None of this mattered to me, for after attending a full season of MG events in a Ford Tempo, I finally had our ex-basket case B-GT road worthy. Although the day was cold, the GT was hot, and I had the bonnet open at every stop in an effort to help cool the over heating engine. I'm sure everyone thought I was showing off my freshly painted engine compartment. This was to be our MG's only 1987 appearance at an event as the next scheduled get together was a Christmas party on December 13th.

My archives hold no record of the 1987 Christmas party. I don't think there was a December 1987 or January 1988 newsletter. I do remember that it was at this event that the "MG Club" became the "Minnesota MG Group." One of the reasons was the need for a distinctive name since we were now affiliated with the American MGB Association and couldn't be listed with all the other MG clubs in the US as "The MG Club." The name, though it served us well that first year, just didn't identify who we were or what we were all about, and so the Minnesota MG Group was ready to start a new year. It should be noted that John & Cindy Eaton were the glue that held the club together that first year, acting as event hosts (for most events), newsletter editor and publisher, and club treasurer. Thanks, John & Cindy, and all the others who gave the Minnesota MG Group a great first year!



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Southern Touring

Ken & Marilyn Tomb
We thought we should share with all of you about our fun trip this spring. We missed the Spring Brunch as we left on March 11 in 18 degree weather in our MGB convertible (top up) for places South.

We traveled the Great River Road along the Mississippi, on mostly good roads, more two lane than four lane and a few gravel. We took our time stopped to see the sights along the way and talk with some people about the floods of 1993. Some of the homes several miles from the river were still not back to normal, and some were raising them to be on stilts. Water marks on some of the houses were at least 4 or five feet high.

We spent some time touring Hannible Missouri, the early home of Mark Twain, and the basis for many of his stories. We toured the cave where he and his friends played as children. That was an adventure. I don't think I would have had their courage -

today it's lighted for the tours, back then they used candles or lanterns.

We stayed in one town where there was only one motel and no restaurants because the day was getting late, and we didn't know what else we might find before dark. There was a lock and dam there which was interesting to see, and we saw pictures of the results of the floods.

The woman who ran the motel told us the only reason they were spared from the flooding was the motel was located on a slight hill, but the water came right up to the street next to them.

We had to leave the Great River Road when we got to Jacksonville Mississippi as we had reservations in New Orleans for that day, and wanted daylight to start our time there so we traveled Highway 55 to Louisiana. It was after we arrived in Louisiana before we put the top down, possibly we could have done so a few hours sooner, but the air had been pretty cool.

Upon our arrival in New Orleans, we parked our car in a parking lot in the French Quarter near our Bed & Breakfast and enjoyed walking or public transportation.

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The traffic in New Orleans includes some crazy drivers and horse drawn carriages, plus some narrow streets, so parking seemed to make sense.

Our MGB traveled well and it was packed pretty tight with two weeks of clothing and eventually oil as when we traveled the high speed roads, the car got pretty thirsty for oil. Ken couldn't find the kind he liked just anywhere, so when he did find his brand, he bought several quarts.

After three days in New Orleans (if you go there, plan on more than three days) we were off to Mobile Alabama to meet Marilyn's sister and brother-in-law to see Cabaret. We wanted to travel the scenic Gulf Route 90 to Alabama, and after stopping for lunch decided we could find it ourselves, so we took a back road with no route signs and eventually came to a "Y" in the road, and I said which way now? Ken spotted a bridge that had a route 90 sign so we went that way.

About an hour later we saw another route sign 90 West, so we stopped to ask some one direc-

tions to Highway 10, the Interstate to Mobile. When we got on 10 we realized we had already traveled that road before trying to find Route 90. We traveled pretty fast on 10 and were just a half hour late for our dinner date before the show.

We spent a few days with the family, then began our return trip. The 23rd of March when Ken tried to start the car, nothing! It had rained during the night, so he dried out the distributor cap and the spark plugs and the car started right up.

Our next stop was Natchez and Vicksburg Mississippi. These are two interesting places settled by plantation owners prior to the Civil War. There are many beautiful old homes in both places. We took a horse and carriage tour of Natchez and stayed in one of the old homes in Vicksburg. Journeying home, we decided to leave the Great River Road again as we had only a couple of days before we needed to be back in Minneapolis.

Wouldn't you know, winter was still here when we arrived on Saturday March 26, driving through Wisconsin in snow and rain.

It did feel good to be home, but we were amazed that we could drive so many miles and spend so many days, just the two of us and still love each other and enjoy our MGB.

GROUP
Our Old Car Hobby Is Being Threatened With Extinction! But you can help us to save it!

Write to the Governor, State Senators and Representatives and ask them to oppose any clunker legislation. Erik Baltzar, president of the World Organization of Automotive Hobbyists (WOAH) told me "I've had legislators tell me that if they get two or three letters on an issue - not form letters-

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but real handwritten letters - it's enough to get them to reconsider an issue."

Gather any information you see, local or otherwise and send it to Hemming Motor news, Box 256, Bennington, Vermont 05201.

Organize and support groups that oppose clunker bill laws. Work through your CAR CLUB to alert the general public and get them behind us.

Individuals can join AAC (Antique Auto Coalition) at 1-800-864-4567. Or COVA (Council of Vehicle Associations) by calling 1-800-227-7166. Or WHOA at 619-346-1984.

Businesses involved in the old-car hobby should join SEMA (Specialty Equipment Market Association) and get involved in ARMO (Automotive Restorers Market Organization, a council of SEMA) by calling 909-396-0289 extension 113.

I wrote to our state representatives and will publish their replies in an upcoming issue of the Gazette. Ed.

See You at Planes of Fame on the 19th!

MG

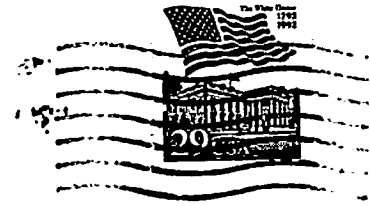
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PLANES OF FAME MUSEUM
TOUR & PICNIC
SUNDAY JUNE 19TH 2:00 PM

06/13/94

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