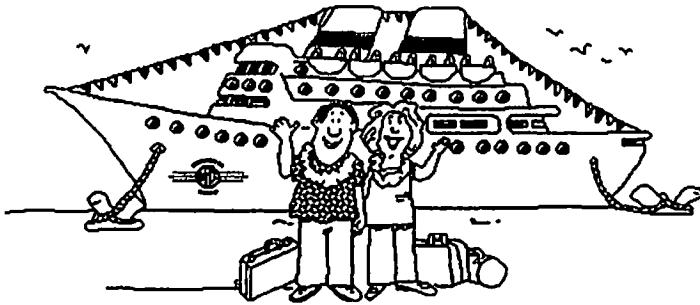


# Minnesota MG Group Gazette

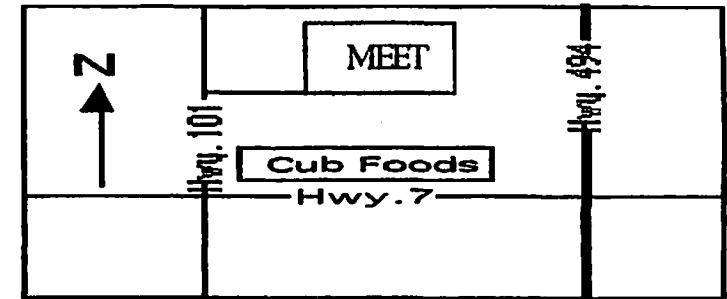
Monthly Newsletter of the Minnesota MG Group

July 1994



## ALL HANDS ON DECK!!!

Al & Helen Schultz have informed me that we have more time to register for the Jazz and dinner buffet cruise coming up August 14th. They are extending the deadline to register for the cruise until July 15th! Come on people, get those checks for each adult at \$15.95 and kids 6 and over at \$12.95 to Al & Helen Schultz for this FUN, FAMILY EVENT! If you are worried about leaving your car while we cruise, don't be, there will be river boat personnel there to assure the safety of our cars while we are on the river. Anyone out there want to plan a caravan route?



## ELLINGSON CAR MUSEUM TOUR Sunday July 17, 1994

For our July event, the MMGG will tour a new automotive museum located in Rogers, Minnesota. The Ellingson Car Museum opened in April of this year to publicly display 70+ passenger cars that were privately collected over a 25 year period. In addition to the cars, there are several other attractions.

- The museum gift shop is well stocked with automotive books and memorabilia. It also has a corner devoted to cookbooks!
- The collection has a military section which includes a tank!
- Several bicycles and motorcycles are on display.
- Videos about different automotive eras show continuously.
- A drive-in theatre display shows the latest "Creature Feature."
- The lounge is designed as a 50's style diner. In addition to a juke box, it has vending machines for snacks, soda, and coffee.
- A "huge" doll collection is located in the facility.

The car museum tour will be preceded by a short drive from a kick-off spot in Minnetonka.

### Schedule

**Meet:** 11:45AM Intersection of Hwy. 101 & 7 in Minnetonka. Enter parking lot northeast of 101 & 7 at first traffic light past the Cub Foods on 101.

**Drive:** 12:15PM Highway 101 from Minnetonka to Rogers. This is about a 23 mile drive which will take about 30 to 40 minutes to complete.

**Tour:** 1:00PM Allow 60-90 minutes for tour.

**Lunch:** 2:30PM Food will be provided by the MMGG in the museum "diner". Coffee and soda can be purchased there.

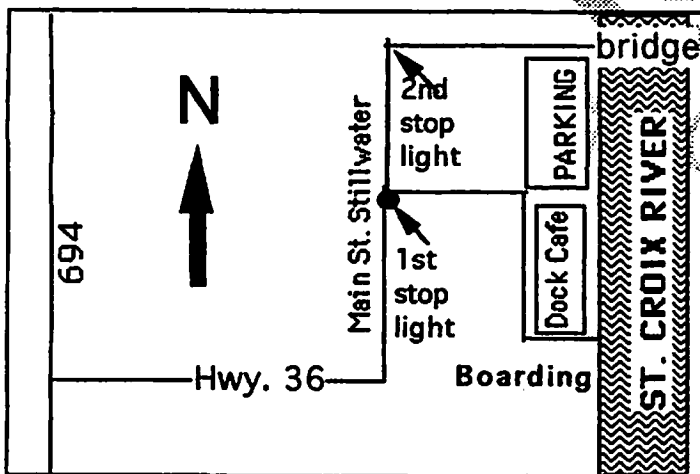
**Cost:** \$5.00 Adults \$4.50 Seniors Under 12 FREE!

The entry fee includes a special feature for car club members. At the conclusion of your tour, you will receive a membership card good for free museum entry for the balance of the year!

**R.S.V.P.** If you plan to attend, please call Dan Shidla at 831-0291 or Mike Funck at 934-4950. We can plan better if we know how many will attend.

**Museum Location** 20950 Rogers Dr. Rogers, MN 55374. Phone 612-428-7337 (Frontage Rd. of 94 & 101)

**Door Prizes:** An outstanding selection of goodies supplied by supporting vendors!



Take Highway 36 to Stillwater. The first stop light you come to, take a right. Follow the road to the parking lot. The boarding location is just south of the parking lot.



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DAVE STOVALL**

155 BIRNAMWOOD DR.  
BURNSVILLE, MN 55337  
PHONE: (612) 894-4203  
FAX: (612) 645-6668

**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:  
Alan Kelsey - MMGG  
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.*



**MINNESOTA MG GROUP 1994 MEMBER APPLICATION / RENEWAL**

NAME		SPOUSE	
HOME PHONE		WORK PHONE	
ADDRESS			
CITY		STATE	ZIP
<b>ANNUAL MEMBERSHIP IS JUST \$20.00</b>			
CAR 1	YEAR	COLOR	
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Make Check Payable To:		Mail Check To:	
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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.*

**July**

July 6-9 - GOF Central, Inn of the Clarks, 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. Spares 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 17 -Join Dan Shidla and Mike Funck as they host a drive, tour of the Ellingson Car Museum and lunch. See details on front page.

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 South-eastern 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 Buffet Cruise on the beautiful St. Croix River aboard the paddle wheeler 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. Featured the MMM's 1929-1935. Midget, Magna, & Magnette, with Mike Allison author and technical expert.

**September**

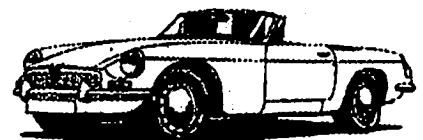
Sept.8-10 - GOF Mk 59, Trumbull CT, New England MG T Register. (607) 432-6835.

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 a drive in the leaves and enjoy the true beauty of Minnesota in the Fall. A yearly favorite. Hosted by The Stovall's & Wilkins.





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## 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. 40,000 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, V6 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 interior trim in very good condition. Also need MGC tachometer. Have parts to trade or will purchase. Verl Wilkins 935-1608.jja

FOR SALE - MGB tonneau cover and convertible top boot. Good condition, hardly used. \$60.00 for both! Michael Cosgrove 612-724-9256. jja

## TO ALL EVENT HOSTS

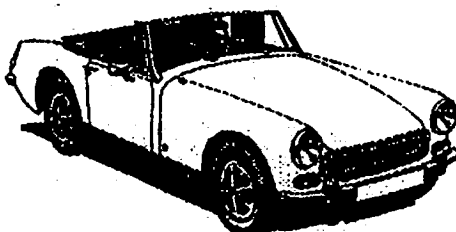
I have taken it upon myself to write to different suppliers and vendors asking for donations for our club events. The response has been excellent! The club has a ton of things to give away as door prizes. Let's see some creative contests or games at some upcoming events so I can clean out my overcrowded basement of all these excellent gifts from these generous suppliers. Dave Stovall



## Regalia Frippery Gewgaw

Whatever you choose to call it, we have it. Just about anything you would want with the official Minnesota MG Group logo on it. Beautiful, multi-colored ceramic mugs and coasters, custom embroidered jackets, baseball caps, "snap-brim" driving caps, sun visors, fanny packs, sweat shirts, tee shirts, golf shirts, just about anything textile can have the MMGG logo added to it for only a few dollars.

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



## MG

### TC-TD-TF-MGA-MGB-C-Midget REBUILT PARTS

SHOCK ABSORBERS:	Front	Rear
MGT	120.00	120.00
MGT & TF	120.00	59.95
MGA	69.95	49.95
MGB, Midget	59.95	49.95
HEAVY DUTY UPGRADE	10.00	10.00
SHOCK LINK (New or Rebuilt)	28.00	
BRAKE CALIPERS		\$85
BRAKE MASTERS:		
MGA, Midget 1968-67		\$125
MGB, Midget 1968-65		\$96
BRAKE CYL. RESLEEVED (All models)		\$40-60
FRONT END A-ARMS (Midget)		\$65
CARBURETORS:		
COMPLETE REBUILDING Disassembly, cleaning, bodies rebushed, new old. size throttle shafts, jets, needles, float valves, gaskets, O-rings. Flow bench tested		\$295/pair
BODIES RESHUSHED and new throttle shafts		\$45 each

Prices shown are for Exchange or Yours Rebuilt (5 day turnaround). Core charges apply if items are ordered prior to (and are refunded after) our receiving your old units. Shipping & Handling \$6.00 per item. (MGC calipers \$110. each)

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# Rear View Mirror

John Stebner

The first newsletter of 1988 was received in February and began "Here we go again!" It gave hope to those members suffering from cabin fever. Although salt free roads were still several weeks away, we were encouraged by the prospect of being able to drive our cars again soon. I've always been intrigued with the idea of driving my GT during the winter months. I think Jon Carlson drove his MGA one winter when the family Chevette died, and there's a guy at work who drives a splitfire every day during the winter. I guess what puts me off the idea is the fact I spent endless hours chiseling rust out of our GT and welding new inner and outer sills - a job I swear I never want to do again. That and the Loop-De-Loops I did one day in a hard rain on 494. I don't think I could face icy roads in an MG with studded tires.

The newsletter went on to report some chances in the club hierarchy. Al Bramer became president (Are you out there Al? We miss you!), John Stebner became Vice President (The closest he will ever come to the executive ranks), and John and Cindy Eaton reprised their roles as Secretary/Treasurer/Newsletter Editor/Publisher.

The 1988 Calendar of Events listed ten events beginning with a British Car Club Spring Get-Together on March 3 sponsored by the Triumph club. I attended that event, a dinner, and remember seeing a wonderful video - a tour of the Morgan factory. I sat at a table with a couple of Jaguar Club members who unknowingly had me choking on my chicken as they recounted spending over 3,000 dollars for a minor, repeat minor, engine rebuild on a V-12. I suddenly felt out of place, as that was about \$100.00 more that I had spent assembling a drivable MGB-GT out of a rusty shell and several boxes of parts. It was fun though, to meet other British car enthusiasts and sense their anticipation of the upcoming season.

"Rambling On" this month was a short note on the meaning of "MOWOG". It was described as an acronym formed by using the first two letters of "Morris", the first two letters of "Wolsely", and the "G" from "MG". I have heard other definitions since then. Why don't some of you heavy readers of MG history send Dave some information on this?

Minnesota MG Group

## MG

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## Clunker Response

Dave Stovall

I wrote to our State Senators and Representatives asking for their opinion on the proposed "Clunker Laws" that several special interest groups are trying to pass in our nations capitol.

The following is the response Congressman Jim Ramstad sent me.

Dear Dave,

Thank you for your letter letting me know of your opposition to legislation which would encourage individuals to scrap older motor vehicles.

As you may know, an attempt was made to attach a "clunker" amendment to the comprehensive energy bill in the 102nd Congress. That amendment was overwhelmingly defeated in a Senate committee.

This year, a new bill has been introduced, H.R. 2925, the "Junk Your Clunker Tax Credit Act of 1993." It would allow individuals to receive A tax credit for scrapping pre-1980 automobiles.

While the EPA has found that cars built before 1980 are responsible for 86% of total automotive emissions, this does not mean all pre-1980 cars are guilty of excessive emission of pollutants. Thus, I am concerned that a program to scrap older cars, without consideration of individual cars' emission of pollution, may be overly broad.

It has been my observation that collector's automobiles are not part of the pollution problem, and they could hardly be called clunkers. I certainly understand how a scrapping program may unnecessarily limit the supply of original parts for collectors.

Thank you for your input, as I appreciate hearing from you. Please let me know whenever I can be of assistance. Sincerely, Jim Ramstad.



THOUGHT YOU'D ALL LIKE TO SEE WHAT I LOOK LIKE AT THE END OF EACH MONTH, TRYING TO COME UP WITH ARTICLES AND SUCH FOR NEXT MONTH'S NEWSLETTER.

WITH YOUR HELP, I MIGHT NOT BE QUITE SO TENSE, I REALLY WOULD LIKE SOME HELP, HEY I'M BEGGING WHAT ELSE CAN I SAY? DO I HAVE TO OFFER MONEY? FORGET IT, I DON'T HAVE ANY

SEND ME AN ARTICLE, PICTURE OR SOMETHING, ANYTHING!

I DON'T THINK ANYONE WANTS TO SEE THIS NEWSLETTER GO TO A ONE PAGE BI-MONTHLY FLYER DO THEY?

DON'T SAY I DIDN'T WARN YOU! - Ed.

## MGB DRIVER

Acknowledged as the leading source of information for 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.

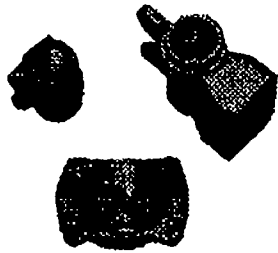
# WHAT A GREAT BUNCH . . .

As most of you are aware, we the Minnesota MG Group has a great new group of members. Who are they you ask? All of the advertisers in this newsletter. I wrote to them and told them what a great bunch of MG people we have in this club, how we would like to reward our members for their hard work and dedication hosting events throughout the year and encouraging new members to join our growing club.

I asked for donations, in the form of promotional items or products and services from these wonderful suppliers. The postage cost the club about \$50, the response from these advertisers was incredible, as I figure it, we have over a \$1000 in merchandise to give away! My basement is full of donated items. I can't thank them enough.

I have waxes, lubricants, polishes, cleaning supplies, pens, lighters, golf balls, tools, magazines, sunglasses, clothing, coffee cups, steins, key rings, sway bars, fender covers, convertible tops, tonneau covers, a whole bunch of good used parts, and major discount coupons. It's up to you people, come up with some games and contests to give these items to our members as door prizes.

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# Denny's Discourse

Denny Meyer

Tom Griffin from Corvettes of Minnesota handed me an article from the Minnesota daily of March 3, 1994 entitled "Emissions Testing Programs Lacking." This article deals with the emissions testing program in our 7 county metro area. The Minnesota Pollution Control Agency claims success for the program on the basis of a decrease of 27,000 tons of carbon monoxide and 3,600 tons of hydrocarbons from mid-1991 to mid-1992. However, University mechanical engineering professor David Kittelson and his colleges checked emissions data collected by the MPCA during a seven year period and concluded that carbon monoxide levels are decreasing at the same rates now as they were before the vehicle inspections began. A similar study in Denver produced similar results.

The University researchers credited the emissions decline to the high tech pollution control devices on newer cars. Their research shows a 33% decline of CO at one location because of new vehicle technology, and only 1.3% because of the inspections program. They feel that inspection stations may be effective in warmer climates where out-of-tune cars survive the winters, but they have little impact in the Twin Cities.

The MPCA officials however defend the 10.4 million dollar program and resist the new mobile emissions testing equipment that can identify the worst polluters at a fraction of the cost. The EPA however recognizes inspections programs such as ours as meeting clean air mandates, but does not recognize other forms of testing such as remote sensing.

From Ward's AutoWorld, in their "What's New" section, there was a notice that Corning Inc. will begin production of fleet samples of electrically heated catalytic converters. These con-

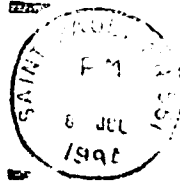
verters when 50 to 70 percent of vehicles emissions are now emitted unchecked. These converters in conjunction with the conventional converters are expected to help vehicle manufacturers meet the 1997 California Low Emission vehicle standards.

Another article in the same publication deals with the issue of recycling or reuse. In "long cycle" recycling, the materials are reused by melting down the metals, etc. so new parts can be made. In "short cycle" recycling or reuse, the good parts are available for use after inspection, and other components may be rebuilt. In either case, there is a tremendous savings of time, resources, and energy compared to the "long cycle" method. In the US, auto recycling facilities supply more than 37% of the ferrous scrap metal plus tons of aluminum and copper. They handle more than 10 million vehicles annually, saving an estimated 85 billion barrels of oil that otherwise would have been needed to produce new parts from raw materials.

In the "Octagon," the publication of the American MGB Association, they published an article by the Council of Vehicle Associations (COVA, 10400 Roberts Rd. Palos Hills, IL 60465; 1-800-CARS-166. FAX 708-598-4888.) entitled "Why Car Scrapage Programs Should Be Scrapped." They stated that according to the Hamburg Environmental Institute, the manufacture of one new automobile creates 25.9 tons of non-recyclable waste and the scrapage of one car creates 594 pounds of non-recyclable waste. In their article they also contend that past three years of age, pollution emissions are related to how well a car is maintained so the pollution problem is not specifically with pre-1980 cars. They also state that 10% of the cars produce 50% of the pollution regardless of age.

As the above indicates, the issues are more complex and interwoven than what is usually considered, and opinions on the best solutions are also varied.

Minnesota MG Group  
Dave Stovall  
155 Birnamwood Dr.  
Burnsville, MN 55337



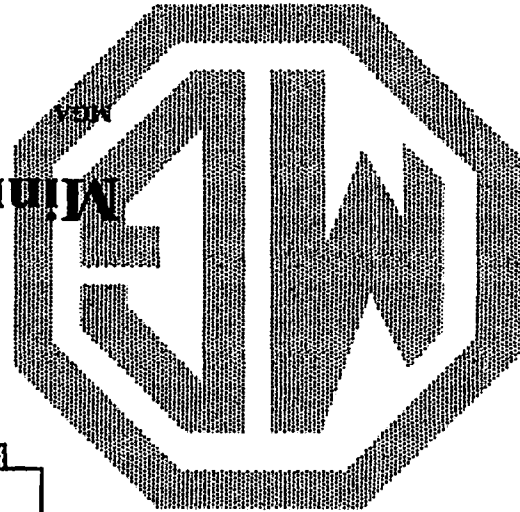
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