

The Minnesota MG Group Gazette



The first place winner for "Best Car Club Display" at the 1996 Auto Restoration Show held at the Minneapolis Convention Center

WANTED

Wolf & Mary Schroeder

Your MG is needed for the Nicollet Mall Car Classic, to be held Saturday, June 15th and Sunday June 16th. Yes, that's Father's Day weekend! As in past years, we will have the fortune of displaying our gems across the street from Brit's Pub right on the steps of Orchestra hall. If you have never attended, you will find this "FREE EVENT" an exciting one, not to mention the fact that you will have a chance to drive your car down the mall to our display area.

I spoke with Bob Figenskau of the Minnesota MG "T" Register who is coordinating all the British cars for the show, about the number of cars we will be allowed to display at the event. His only comment was "You get 'em there, we'll display 'em!" So let's go MG enthusiasts, start your engines for this event.

One thing I will need from you is a phone call.

I need to know how many cars to expect each day (it's OK to show your car both days if you wish). My phone number is 946-8895, work is 941-6512. Also please fill out the enclosed form in this newsletter and mail or fax ASAP.

I would like to take a group picture of our display of cars in front of Brit's Pub prior to the Saturday event. Let's plan on 11 am sharp! This is for anyone interested, whether you are registered or not. The more cars we have, the better the picture will be. In case of rain, we'll reschedule for Sunday, same time. The only catch is this - the mall will be blocked off to all traffic, so we will need to meet at the end of the mall by Brit's and hopefully security will let us pass through the barriers for the pictures. Note - those that are registered for the event will need to check in at the sign in area of the mall and then proceed to Brit's.

Hope to see many of you at this event.



1993 MINNESOTA MG GROUP DIRECTORY

President	Roger Karnopp	454-1379
V. President	Mike Funck	934-4950
Treasury	Al & Sharon Kelsey	891-3452
Secretary	Dan Shidla	831-0291
N.L. Editor	Dave Stovall	894-4203
N.L. Publisher	John & Cindy Eaton	891-1897
Photo Album	Randy Byboth	777-3748

NEWSLETTER SUBMISSIONS & ADS

PLEASE CONTACT:

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.



REGALIA

MMGG Grille Badges - Let others know you belong to the **BEST** car club around. Badges may be purchased at club events for \$9, or by mail from Roger Karnopp for \$11. Send check to Roger at 1295 Deerwood Dr., Eagan, MN 55122

Club Logo Patches - Embroidered patches with the MMGG Logo. Contact Color Weave, 8020 University Ave., Fridley, MN 784-0708.

Shirts, Caps, Cups & Coasters - Golf Shirts in a choice of red, white or blue are \$13. Blue baseball style caps are \$6. Both have embroidered MMGG logo. Coffee cups with the MMGG logo are \$5. Coasters with logo are \$2.50. All are available at club events. Help support your club by purchasing official MMGG regalia at our next event.



**MMGG
INDY 96
SHIRTS**

We have designed a limited edition "MMGG INDY 96" Golf shirt for the trip to INDY. The golf style shirt will be mint green with dark green lettering, including the MMGG logo above the left breast pocket and "MG '96" on the right side.

Shirts are very high quality, \$35.00 each, all sizes available, **PLEASE CALL RANDY BYBOTH AT 776-2455** as soon as possible to order.



BRITISH WIRE WHEEL

1650 Mansfield Street, Santa Cruz, CA 95062

(408) 479-4496 - information, orders

(800) WIRE-WHEEL -- to request free catalogs



MINI-LITE REPRODUCTION - 16x8"

TIRES & TUBES

Avon • Dunlop • Michelin
BF Goodrich • etc.

Whitewalls & Redwalls added

SPLINED HUBS, KNOCK-OFFS, HAMMERS

NEW WIRE WHEELS

Custom offsets, rim sizes, tubeless
Vintage racing applications
Conversions to wire wheels

WIRE WHEEL RESTORATION,

RECONDITIONING & TRUING

We maintain the largest, most comprehensive inventory of the above products in the U.S.

We offer knowledgeable service and the finest merchandise at the lowest price.

Now also shipping products from Texas.

Minnesota MG Group 1996 Application/Renewal

Name

Spouse

Address

City

State

Zip

Home Phone

Work Phone

ANNUAL MEMBERSHIP IS JUST \$20

Please tell us about your car(s) year, model, color,

how you found it, what you'd like to do to it, etc.

Send \$20 check made payable
to Minnesota MG Group to:

Alan Kelsey
15942 Harmony Way Ct.
Apple Valley MN 55124

“INDY 96”

IS ALMOST HERE, ARE YOU READY ?

NOT ME! With less than a month to go, my car is sitting on 4 jack stands, tires off, in my garage waiting for new rear springs (finally), 4 new shocks, coolant system flush, oil change, brake fluid change, transmission fluid change, and who knows what else? *(After all this, it probably won't start on INDY morning).*

If you haven't checked out your car for some time, give it a good once over before the trip, this is no Sunday drive around the lake, unless were talking about Lake Michigan. It's over 600 miles to Indianapolis, try to help your car make it all the way there, around the Motor Speedway, and back.

Some of the most obvious things you should be checking are the soft goods, belts and hoses are #1. They have a tendency to become brittle with age, if you haven't had any belt or hose problems in the last couple of years, it might be a good idea to replace them or at least bring a spare set of each with you on the trip. One of the most overlooked set of hoses on our cars are the brake supply

hoses. Check yours for bulging, if they seem "fat" it's definitely time to replace them.

When was the last time you drove your car in the rain, a real downpour?, If your wiper blades are hard as rocks they wont do much good, pick up some replacements before the trip. Check your wiper arms too huh Jim?*

What about your spare tire? Got one? Is it inflated? Do you know where your tire tools are? Make sure you have them with you.

I'm no expert when it comes to checking out my car before a road trip, but a little common sense can go a long way, all the way to INDY and back, I hope. Check out the article from British Car Magazine on pages 8 & 9 for more detailed information!

*** (On the trip back from Thunder Bay a couple years ago during a rain shower, I lost one of my wiper arms at 65 M.P.H., luckily Jim Lymburn was following me with 20/20 vision, saw where the wiper arm went flying in the ditch, pulled over and found it for me, thanks again Jim).* Dave Stovall



1996 Restoration Show Major Success for MMGG

All Marketplace ads are free to MMGG members, and will run for three issues or until otherwise notified. Non member ads are \$5.00 for three issues. All phone numbers are 612 area codes unless otherwise noted.

WANTED - Side draft Weber carburetor, 40 and or intake manifold for MGB. Jeff Ingebrigtsen 241-2408 (W) or 789-1406 (H) *mj*

FOR SALE - 2 (that's two) 1974-1/2 MGB/GT's. One show quality, one good cond. **PARTS!** Rebuilt MGB head w/stainless steel valve seats, steering columns, complete MGB interior and dash, MGA side curtain pouch, all exterior chrome trim and lights for GT, new 1600 pistons, rubber bumpers, Midget doors, and much MORE! Jim McCormick 429-2571. *mj*

FOR SALE - 58 MGA Red Roadster. Looks good and runs good. Asking \$3600 or best offer. Gene Kirsch 489-1618. *mj*

FOR SALE - 1957 MGA, Antique Ivory paint. Biscuit interior, black carpets. Painted wires. NO BONDO! Less than 3K driven since engine and trans. Rebuild. John Housman 298-8720 *mjj*

Sandblasting and Beadblasting Service Performed by a 17 year old high school senior in need of cash for college. Supervised by 45 year old father having 20 plus years of British sports car repair and refurbishing. Reasonable rates. Call Todd (son) or Glenn at 715-235-2156. Menomonie, Wisconsin. Pickup and delivery available in the Twin Cities.

FOR SALE - 1970 Midget. Wire wheels, chrome bumpers, newer Michelin tires, older restoration, stored since 1987. \$2400 OBO. Dave Wentzel 544-1777 *jja*

MMGG Welcomes New Members

Please welcome our newest members signed at his year's restoration show.

Jim & Diane McCann	Red 72 MGB
Joan Dunbar	BRG 77 Midget
Dave & Linda Wintz	63 & 78 MGB
67 MGB/GT, 74-1/2 MGB/GT,	62 & 71 Midget
Bill and Carol Jones	68 MGC
(that's 2 "C's" in the club now! -ed)	
Steve Truen	Green 57 MGA 1500

For those members who didn't make it to the restoration show this year you missed quite an event! We co-hosted the event with the Minnesota MG "T" Register and the Minnesota Triumphs. This years show was bigger than ever, with more clubs, cars, and vendors in attendance. It was the first year cash awards were given for best car club displays, \$100 for first place, \$75 for second and \$50 for third.

Well members, the MMGG treasury is \$100 richer as you read this, as we were fortunate enough to win first prize for our "Shadetree Mechanic's Garage," and the 10 cars we had on display.

The MMGG would like to thank the following people who helped us win first place.

DOUG MADSON for the original concept of "building a display for the show."

RON SPARGO for designing, building, and transporting the garage.

WOLF SCHROEDER for the use of his company's store room to enable us to have the space to build and store the garage till the show started.

RANDY BYBOTH for hosting, coordinating with the other clubs to get cars, members and workers for the three day event. **OUTSTANDING JOB RANDY!**

GENE COOPER for allowing us to store the display at his place.

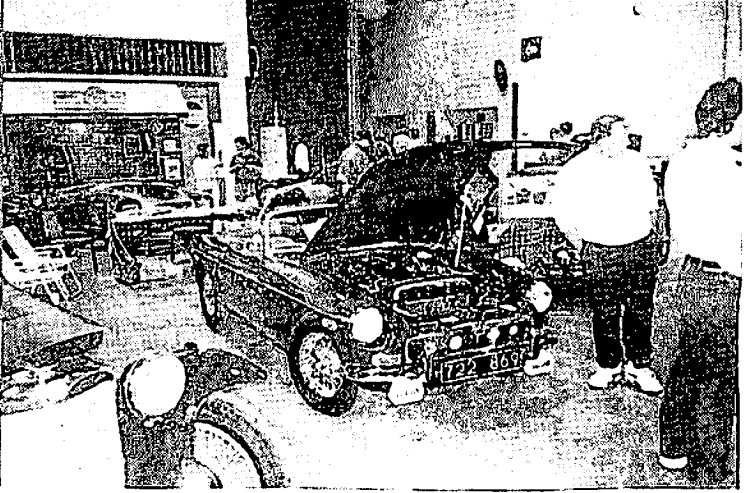
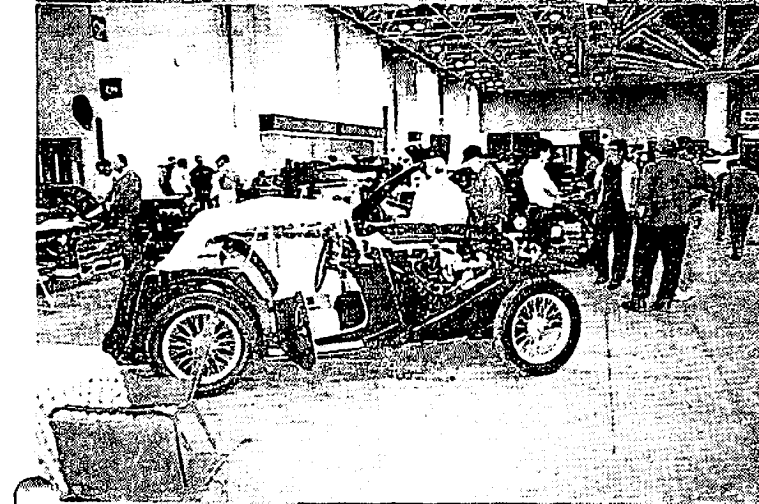
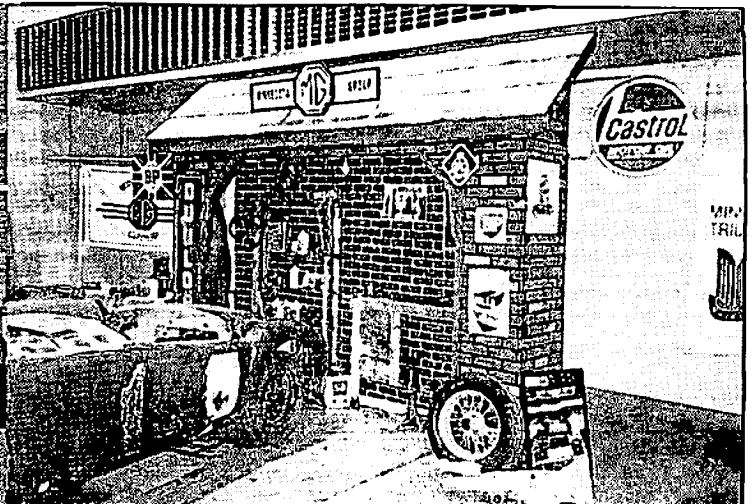
THE CONSTRUCTION CREW Ron Spargo, Jerry Strand, Wolf Schroeder, Dan Shidla, Ken Merrill, Randy Byboth, Rick Schunk, and Jon Carlson for their building skills, enabling the display to be portable, reusable, and easily set up. (Sure would look good at INDY! -ed.)

MMGG Members who displayed their cars: Roger Karnopp, Dan I mean, Jeanette Shidla, Randy Byboth, Doug Madson, Rich DuBay, and Dave Stovall.

THE MINNESOTA MG "T" REGISTER for displaying two beautiful prewar MG's, a J2 and a TB, and for co-hosting the event with us. Special thanks to **Lew Palmer** for his help setting up the display, and **Bob Figenskau** for the use of his valuable, antique signs for the garage, it was the "icing on the cake."

THE MINNESOTA TRIUMPHS for their unique display of a TR4 undergoing a complete restoration and a beautiful TR3. Thanks to **John Hagen** for helping us set up the display, and for co-hosting.

Larry Henle for the pictures on page 5.



MMGG Goes International

Dan Shidla

Dave Stovall, news editor, club photographer, and chief Triumph Club antagonist, announced a new honorary member of the MMGG. Mr. Ronald Dekker of the Netherlands. Mr. Dekker will be arriving in Minnesota in mid June, just in time to join the MMGG caravan to INDY 96!

Ronald comes to us a result of his meeting with the Cooper's and Shidla's at the 1995 International MG Convention in Silverstone, England. He and his Holland MG Club members were hosts for Jeanette and Dan, Becky, Gene, and Gene's dad, Bill Cooper while at Silverstone. Ronald and his fellow club members provided a very pleasant stay and scenic tour for the two families. We in turn invited Ronald to come to Minnesota and join our club for the trip to INDY, and he has accepted!

Ronald has been a member of the M.G. Car Club of Holland for 27 years. Each year he organizes a tour to Silverstone for the International MG Convention. This year his group consisted of 58 MG's and 116 participants. We all need to hear about events of that trip. His address and phone number is:

Ronald A.F. Dekker
Dominee Schoutenlaan 2
4797 AP Willemstad
Netherlands
31 168 472372

**RED WING
DAYS
NEW DATE
SATURDAY
AUGUST 4TH**

Dan & Jeanette Shidla

Mark your calendar for an exciting event, and a new date. (Previously announced as Sunday August 4th.) We will be caravanning to Red Wing with a targeted arrival of 10 AM. Parking will be reserved with other car show vehicles - cost is approximately \$5.00 per car. Our cars, if we choose, will be entered into the judging. Shuttles will also be available for transportation to other activities. A picnic is anticipated. Our advance local Red Wing scout, Mike Mitchell has been engaged to provide more details for upcoming newsletters. Call Dan or Jeanette Shidla with questions or comments at 612-831-0291.

NAME TAGS NAME TAGS NAME TAGS

Remember the name tags we ordered? I have been assured they will be delivered to me by the 10th of June! Plenty of time for INDY.

As many of them have not been paid for, please send \$5.00 for each name tag ordered to Al or Sharon Kelsey today. If you've forgotten if you paid for your name tag, please give me a call at home after 7 PM and I'll let you know.

Dave Stovall 612-894-4203

Gene Cooper Named NAMGBR Membership Coordinator

Due to the rapid growth of the Register, Minnesota MG Group member and all around great guy Gene Cooper, has taken over the responsibility of Membership Recruitment Coordinator for the North American MGB Register. He now has the toll free number, 1-800-NAMGBR1 to answer all your questions concerning membership in the only national MGB organization recognized and listed by the MG Car Club of England. Why not give the "new guy" a call and join today? If you've never read "The MGB Driver," the bimonthly magazine of the North American MGB Register, you're missing out on great articles and photos, technical advice, and a lot more!

Restoration Show Award

After winning the Best Car Club Display \$100 prize at this years Auto Restoration Show, we had a plaque made up to commemorate the event for the MMGG archives. The plaque includes a photograph of the display, a laser engraved copy of the check awarded, and the inscription "First Place, Best Car Club Display 1996 Auto Restoration Show, and the MMGG logo. If you'd like to see the award, just attend any one of the great events we have planned for this year.

Children's Grand Prix Liaison's

Please contact Bob Hinshaw at 824-6333 or Bob Figenskau at 935-7909 for more information about The Children's Grand Prix. See page 7.

Quick Trip To England

Jim & Louise Holmes

When Louise and I decided to make a blitz trip to England, I thought first of driving to Abingdon to visit the place of my old B's birth. I called Mark Brandow and Moss Motors for some directions, and they provided me with them.

When I say "blitz trip," I mean quick. We had 40 hours ground time; enough time to drive from Mildenhall, England to Abingdon or London, if you knew exactly what you were doing. We arrived at Mildenhall RAF, a B-17 base during WWII, in a C-130 military aircraft. We quickly altered plans. Ground time, the availability of rentals, lack of precise navigation, and the fact the British actually drive like Hell from the passenger side, down the wrong side of the streets, changed things fast.

I was convinced there was more to England than the City of London, which the tour books seem to indicate. Even in that short time, if you concentrate on what there is, where you are and skip the driving, you can see plenty. I called a Scottish friend Jim Cowie, from our billet, the evening we arrived. He insisted on driving down from Hawick, a 5-hour trip. He arrived late the next afternoon and drove us around the countryside. Earlier that day, we took a cab from the base to the town of Mildenhall, which is located in Suffolk, East Anglia, 50 miles north of London. We walked and shopped the town, enjoyed talking to the people, a private tour of an English garden, and had fish and chips, looked in the Tiger's Head Pub, etc., then took a cab back to base, where we met Jim for our drive through the countryside.

It was during the drive when I spotted a MGB/GT parked next to a shop. It was the only British sports car we had seen on the trip. Auto parts shops knew of them, but they just weren't around. We found it was one of the few V-8 MG's produced, and had stickers on the wind screen from 5 different meets. The shop owner wore a well used Jaguar cap and told us he had only recently opened there with the intentions of restoring Jags. There seemed to be a market there, selling from 22 to 28 thousand pounds. I showed him a picture of my 67 MGB that I carry with me, should I meet a fellow MG'er. I was beginning to tell him about INDY 96, when Jim reminded me we had to be back at the billeting office in 15 minutes - 15 miles away. We had a relaxing dinner and conversation at the "Bird In The Hand," a tavern near the base.

The next day it was over Scotland to Keflavik, Iceland for a day, then back to Minnesota.

Children's Grand Prix

"A RACE FOR CANCER KIDS"

Live professional auto racing is an electrifying experience. Cheers from the crowd rise above the 640 horsepower Trans-Am cars as they roar past the grandstands at 150 m.p.h. These sleek machines zoom by so close you'll feel their rumbling engines and smell their spinning tires burn rubber on asphalt.

For the first time on July 6-7, 1996 the streets of downtown Minneapolis will be transformed into a race track where Fords battle Chevrolets in an unforgettable contest.

The Children's Grand Prix of Minnesota includes two days of racing and special activities that will entertain your whole family. And yes, believe it or not, cars will scream past you at 150 m.p.h.

Entertainment includes opening ceremonies followed by five auto races on Saturday and Sunday.

And it's all for a good cause. The Children's Grand Prix of Minnesota is all for charity. All profits from the races will be donated to The Cancer KIDS fund. The Cancer KIDS Fund is part of the Children's Health Care Foundation, which is dedicated to higher quality health care for children suffering from cancer and blood disorders.

MMGG Volunteers Needed

Family Fun Fest is on Friday June 28th from 6 to 11 p.m. It will be held at the Nicollet Island Pavilion. This is a family oriented evening of fun, food, entertainment, games and prizes, with a Sate Fair theme, held in conjunction with the Children's Grand Prix of Minnesota. Guests will include cancer kids, sponsors, VIP's and their families.

What we are asking of the MG clubs is to help transport the cancer kids and their families from Children's Hospital at 25th and Chicago to and from the Family Fun Fest. We will need 10 to 15 cars from 5 p.m. till ?? We are also planning to have media coverage of this event showing kids departing Children's Hospital and arriving at Nicollet Island. Giving exposure for the Children's Grand Prix along with showing off your MG Club and it's great cars.

As I get more details of the Family Fun Fest, I will pass them along to you as soon as possible.

Jane Stubblefield, Children's Grand Prix .

Home 871-5550, Work 727-9266, Race Office 672-9686.

Preparation Tips For Touring

British Car Magazine June/July 1996

The following tips were submitted to me in response to my request through my club's magazines for suggestions on how to prepare for a long tour, the kind that many of us take at least once during each summer. They came from Wes Bender, of Nevada City, California, Bob and Jean McElwee of Kirkwood, Missouri, and Jim Albeck, of Agoura, California. By following these tips, you can be the helper rather than the helpee more often than not on your tours. If you only have one evening, then just run through that step. If you've got a few weeks before the tour, go through the first two steps. If you are really thinking ahead, consider all three.

The Night Before You Leave

Check all fluids - oil, water, brake and clutch, carburetor oil, and shocks. Top up each as necessary.

Check the condition and tension of the fan belt. Also check or tighten the generator and any other components that affect the fan belt.

Check the condition of the top and bottom radiator hoses and the tightness of the hose clamps.

Tighten the lug nuts or knock-offs and check the wire wheel spokes.

Check the air pressure in tires, including the spare, against recommended pressures. The front tires should be about two pounds less than the rears.

Check the battery fluids, the voltage level in the battery, and the charging rate of the generator or alternator.

Check the condition of the radiator cap.

Check all lights, turn signals, horn, CB radio, and cell phone battery.

Visually inspect the wiring harness and the brake/clutch lines for wear and leakage and clearance around wheels.

Give the wheels a good shake to make sure that spline bolts are tight.

Make sure you've got emergency fluids, parts, and tools in the boot, and a first aid kit with fresh supplies (including sunscreen, aspirin chapstick and small bandages), in the car. See the recommended emergency list below.

Pack a lightweight soft-sided cooler with plenty of water, spray bottles and some cooling pads for your neck if the temperature is expected to be hot.

Start the engine and check that every thing is running right without binding or rubbing. Take the car out for a short spin just to make sure it starts, stops, and turns the way you expect it to.

A Week or Two before Leaving

Take out your owner's manual and do the highest level of service your car requires (e.g. a 12,000 mile service on most British cars). A tune-up is much easier to do in the garage than on the road.

And don't just check the distributor cap and wires; if at all in doubt, change them or at least build a new spare cap already wired with spark plug caps and wires so you can swap it on if necessary.

The service of course should include changing the oil in the engine and transmission and changing the oil filter and draining and refilling the radiator with a 50 percent mixture of antifreeze and water. Many people swear by "Water Wetter" to improve radiator cooling.

In addition, use a small grease gun to lubricate every fitting listed in your owner's manual. Don't depend on the oil service people to find all of these.

It is also worthwhile to check the output of the generator, (oil the bearing(s) at the same time) and the voltage regulator setting following the service manual.

Check the fuel pump, it's filter and points. This is another oft-failing item that is much easier to deal with in the peace and quiet of your garage, rather than on the shoulder of the road with eighteen-wheels whizzing by your ear.

If you have the oil changed by someone else, nevertheless, take the time to jack up the car, remove the wheels, and go over the car from bottom to top, visually checking everything and tightening everything you can reach. Give particular attention to bolts on spring fasteners, shock absorbers, wheel splines, and other critical fasteners. Most breakdowns I've heard about occurred for two reasons: something that should have been tightened, came loose, or something that might wear out (belts, hoses, tires), did, in the middle of nowhere.

Give particular attention to the brakes. It doesn't take long to remove brake drums to check brake shoes and adjustments; changing brake pads on disc brakes takes longer to explain than it does to complete.

If you've got wire wheels, check the spokes to make sure they're tight and not broken.

Also check the splines to make sure they aren't beginning to wear. A lost wheel at high speed can spoil your whole day.

For clear visibility seriously consider fitting the new halogen bulbs in your tail lamps, and fitting a new set of halogen head lamps in place of those old generics.

Fit a CB radio and a power source for a cellphone. Communication with your tour mates and the AAA can be critical.

Check your tool kit and spare parts against the list shown below, and order anything you don't currently have.

Two Months Before the Trip

This is enough time so that you can think about making some alterations to the car to make it more trouble-free and/or more comfortable. Some of the suggestions to consider:

If you've got a roadster and the top doesn't have a rear window that zips out, it may be worth retrofitting a zip-out window. On a hot day having the top up and the rear window open can make high temperatures more bearable.

Based on talking to many people about troubles on the road, the fuel pump and generator appear to be the two operating parts that fail most often. There are four ways to deal with these: you can pack a spare and assume that the original or the spare will work; you can repair or replace them with fresh parts; you can wire in some telltales or fit backup so that you will be prepared for problems or you can replace them with a modern component.

At the very least, you should do the first or second. Pack a spare fuel pump that you are sure works, and pack a spare bearing and bushing for your generator or put in the new part and put the older but still working part in your spares bag in the trunk.

In the third case think about wiring in an ammeter and/or a voltmeter (an easy job that can be done for less than \$150) to be able to monitor your electrical system. For the fuel pump, you can fit a double (racing style) fuel pump if you like vintage things, or you can fit an in-line electric fuel pump that can be engaged when needed.

If you want more modern components you can fit a solid-state ignition system in place of the points, etc. (though you may want to bring the original parts needed to replace it if it fails on the road), and you can fit an alternator in place of your generator or a more modern alternator (as the case may be), to avoid insufficient Lucas smoke.

It is also a very good idea to fit an in-line fuel filter if your car didn't have one from new. Another good idea is to fit in-line fuses on every part of your electrical circuit that wasn't fused in the original design. (Healeys and many other Austin cars have a wonderful license plate lamp that is on an unfused circuit and can be shorted out in even a minor collision.)

Heat is a common complaint across nearly every line of British car. In most instances however it isn't the car it's the maintenance it received over its lifetime. Put a light under the car in a dark garage and you'll probably see a myriad of little beacons shining into the cockpit. Keep in mind that heat can blow in through each of those holes. Tighten up the panel joints replace the shims and seals and put silicone around all the grommets and you'll reduce the cockpit heat measurably.

Another good fix is to put modern aviation-quality insulation padding under the carpeting throughout the cockpit. Not only will this reduce the heat but it will reduce the road noise that seeps through. Originally most of these cars had a fibre pad over tar paper under the carpeting for this purpose, but it is amazing how many got restored

with just a thin layer of carpeting over metal. Don't put insulation inside the transmission tunnel. This area must remain clear to allow airflow to cool the transmission.

Emergency Parts Kit

Ignition coil, distributor cap and spark plug wires, rotor, points, and condenser, spark plugs; fuel pump points and condenser, fuel filter element and gasket; emergency electronic fuel pump, hose, and clamps; overdrive solenoid; generator brushes, generator bearings fan belt; radiator hoses and clamps; fuses; inner tube; electrician's tape and duct tape; safety wire and electrical wire, electrical connectors temporary freeze plugs, 1 gal. water (not with antifreeze in it); 2 qts. oil; repair manual; hand cleaner and rags.



**DON'T
FORGET
THE
MMGGM**

(Minnesota MG Group Monthly Meeting)

**MONDAY
JUNE
4TH
AT
7:00 PM
AT
AL
BAKERS
IN
EAGAN**



FIFTH ANNUAL



NICOLLET MALL CAR CLASSIC

ALWAYS FATHER'S DAY WEEKEND

SATURDAY & SUNDAY, JUNE 15, 16, 1996 • NOON-5 PM EACH DAY

**Open to
Classic,
Original &
Restored
Vehicles
1975 or Older**

NO SUBSTANTIAL
MODIFICATIONS
(Stock Appearing Vehicles)

- Show Your Car on America's Most Beautiful Mall
- 33 Classes
- Class Awards Presented Each Day
- Set-Up 9:30-11:30 AM
- NO REGISTRATION FEE

Mpls
St Paul
MAGAZINE

Skyway News

KOOL108
GOOD TIMES • GREAT OLDIES



**COLLECTABLE
ERTL TRUCK BANKS**
To the First 300 Entrants

**FEATURING
Live Rock 'n Roll**
Sat. Noon-9 PM

**PETER
NOONE**
(Herman's Hermits)
at 7 PM



Nicollet Mall Car Classic Pre-Registration Form

Entries must be filled out and mailed to:
Nicollet Mall Car Classic, Box 8285, Minneapolis, MN 55408-0285
or Fax Your Registration: 338-0634

CLASS (SEE OTHER SIDE OF FLYER)

Name _____

Phone _____

CAR NUMBER (TO BE COMPLETED BY REGISTRATION COORDINATOR)

Street _____ City _____ State _____ Zip _____

Model Year _____ Make of Car _____ Model _____

Signature _____ Date _____ Please, no "For Sale" signs.

DATES YOU ARE PRE-REGISTERING FOR: SAT., JUNE 15 SUN., JUNE 16 BOTH DAYS

BEHAVIOR: Event management reserves the right to restrict participant and spectator to acceptable behavior during the event. If for any reason an entrant's actions or a vehicle's appearance is deemed unacceptable by management, the parties and vehicles involved will be asked to leave the premises. Any objectionable behavior off the premises will be cause to deny entrance of the parties and vehicles involved to the event.

LIABILITY: In consideration for the right to participate, all entrants discharge (by signing this form) the Minneapolis Downtown Council and Marketing Committee, Mpls. St. Paul Magazine and Skyway News, Kool 108 Radio, all sponsors, workers, employees, officers, directors, agents or anyone else connected with this event from any and all known or unknown damages, injuries, losses, judgements and/or claims from any cause whatsoever that may be incurred by any entrant to his or her property. Additionally, each entrant expressly agrees to indemnify all of the foregoing entities, persons or bodies of and from all liability occasioned or resulting from the conduct of other entrants, spectators or any participants.

For further information contact: Mark Anderson, 825-8551.

FAX YOUR REGISTRATION: 338-0634

NICOLLET MALL CAR CLASSIC

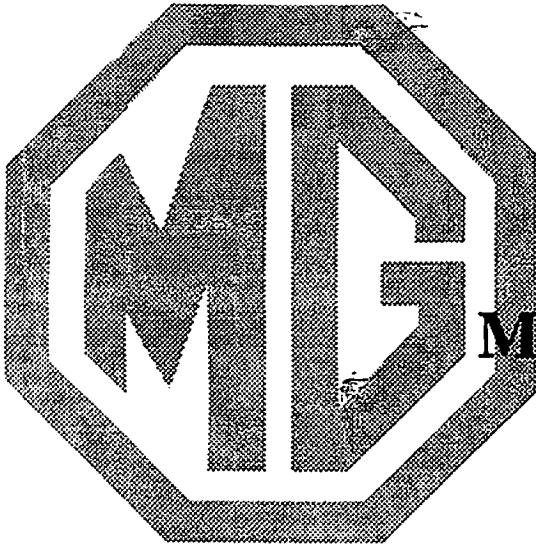
CLASSES

100	Pre-war (to '41) except Ford
200	Pre-war (to '41) Ford
300	Post-war ('42-'52) except Ford
400	Post-war ('42-'52) Ford
500	Mid & Late 50s ('53-'59) except '55-'59 Ford & Chevrolet
600	50s Convertibles ('50-'59), No sports cars
700	55-59 Ford
800	55-59 Chevrolet
900	Early 60s ('60-'64) except Ford & Chev
1000	Late 60s ('65-'69) except Ford & Chev
1100	60s Convertibles ('60-'69) No sports cars
1200	60s Ford except Mustang
1300	Mustang, all models ('64-'75)
1400	60s Chev except Corvair
1500	Corvair, all years ('60-'69) all models
1600	Early 70s Ford Products ('70-'75) except Mustang
1700	Early 70s GM Products ('70-'75)
1800	Early 70s Chrysler Products ('70-'75)
1900	Early 70s Convertibles ('70-'75) No sports cars
2000	Racing Cars, all
2100	Sports Cars to '62 (includes Corvette & T-Bird)
2200	Sports Cars, '63-'75 (includes Corvette)
2300	Foreign, Imports, all years to '75 except MG, Jaguar, Triumph, Alfa Romeo
2400	MG, early models (to '56)
2500	MG, late models ('57-'75)
2600	Jaguar, except XKE, all years to '75
2700	Jaguar, XKE, all years to '75
2800	Triumph, all models, all years to '75
2900	Alfa Romeo, all models, all years
3000	Orphan*
3100	Commercial Vehicles, all years to '75
3200	Special Interest & Miscellaneous to '75
3300	Modern Limited Production ('76 to current) Fiero, Viper, Avanti, Excalibur, exotic, replicas, etc.

*Orphan cars are those manufacturers no longer in business, ie.: Hudson, Packard, Delorean, Pantera, Essex, Nash, Rambler, Studebaker, Kaiser or Frazer, Models no longer manufactured such as Edsel, Falcon, Corvair, Desoto are not considered Orphans, as the manufacturer is still in business.

Please, no cars in primer or cars in obvious need of restoration (rusted). Incomplete restorations, older restorations or maintained but worn originals are OK

**INDY 96 IS ALMOST HERE!
FATHERS DAY CAR SHOW
RESTORATION SHOW PIX
CHILDREN'S GRAND PRIX
MMGG GOES
INTERNATIONAL!
AND MORE!**



Minnesota MG Group

MGA MGB MGC Midget

||||| 28 4436-5515

Randy Byboth
1733 York Avenue
St. Paul MN 55106

Pd 96

FIRST CLASS MAIL



Minnesota Mg Group
Dave Stovall
155 Birmamwood Dr.
Burnsville, MN 55337