



GAZETTE

Intermarque Banquet May 20th

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Kick off the 2001 driving season this month by attending the all British Intermarque show and banquet on May 20, 2001. This years event will be held at Sherlock's Home Restaurant, Pub and Brewery, Crosstown and Shady Oak Road, Minnetonka, Minnesota.

An informal car show will begin at 2 p.m. in the parking lot. Dinner will begin at 4 p.m. There is no charge for the car show but dinner costs \$25.00 per person for authentic British fare. Pre-registration is required. Please submit your reservation form to the Minnesota Triumphs Club by

May 12th.! Refer to last months newsletter for a reservation form.

If you are new to the club, this banquet brings members of various British car clubs together to see each others, talk cars, and pick up a few ideas for maintaining your little gem. Some even enjoy a British beer or two. Relaxed and informal, come meet your fellow British car enthusiasts.



Wanted: Member Profiles

Submitted by MMGG Member Leanne Kess

MMGG members are some of the most interesting people in the state. To share some of their stories the Minnesota MG Group Gazette is asking for answers to a few questions.

If members are willing take the time to answer the questions below (embellishing is allowed) our "staff" will put together profiles, either of in-

dividuals or couples owning MGs. The feature stories will appear in upcoming issues of the Gazette on a first responding, first printed basis.

Just number your responses to correspond with the numbering of the questions. No need to repeat the questions. Responses can be sent to

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Comments From Your Presidents

MMGG President Dan Shidla and MNMGTR President Bob Figenskau

Finally we appear to be having weather more becoming to our little cars.

We're all aware of exciting activities with MG2001. This month I wanted to include a few notes about happenings in our broader British car community.

Over the past couple of years we've noticed British car owners voicing more interest in formal and informal joint club activities. In some cases it may stem from convenience (we had a schedule conflict with the MG event - is there an event of another club

we could attend)? Others are interested in more socializing with other clubs.

I've recently had conversations with Presidents of the MGT's, Healeys, Triumphs and Jaguars. They're feeling the same interest of their club members to open events to other British cars.

I expect we'll have more discussion. In the interim our focus is getting information distributed in some manner. We need to work on that one. Give us your comments.

Last year the Sherlock's Home

Sunday stop and chat was inaugurated. Nothing fancy but it had significant appeal. Bill Burdick, (owner of Sherlock's) is again hosting the activity. There is no set start date however, May 6 is becoming popular. Stop by time is normally about 5:00 to 8:00 PM. People come and go according to their schedules. Bill offers discounted pricing on a number of menu items when you drive your British car. Park your car, chat and have a nice British snack.

Later in May our Inter-marque banquet, also at Sherlock's Home,

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The Minnesota MG Group was founded in 1987 and is dedicated to the preservation and enjoyment of the MG Marque. Correspondence can be addressed to: **Minnesota MG Group, 10305 Morris Road, Bloomington, Minnesota 55437.** Visit us on the web at **WWW.MMGG.ORG.**

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gives an opportunity to see numerous local British cars and their owners. In addition, the Jaguar Club is planning an informal Mearns Rallye prior to the car show.

Lastly, there are a couple of August events worth noting. Ellingson's, a car show/swap meet will be hosted by our club on August 11 or 25. Dan Iberg of Midwest Motor Sports (and Doug Madison) will host a new event scheduled for August 18th. Dan is moving his shop to a new St. Cloud location near the river and to celebrate is inviting us to join him for a picnic in a nearby park. This is an opportunity for an excellent one day event - a nice drive, good cars, people and food. It will be open to all British Marques.

MG2001 - lots of activity. National Coordinator, Tony Burgess will be here April 28 for an on-site review. You're all invited to join us at the Fairgrounds Band Shell at 1:00 (we'll be there for some time if you can't make it at 1:00). This will be a good opportunity to see how it all comes together. Hopefully, the weather will cooperate and we will be driving our favorite cars.

More next month.

Dan Shidla and Bob Figenskau

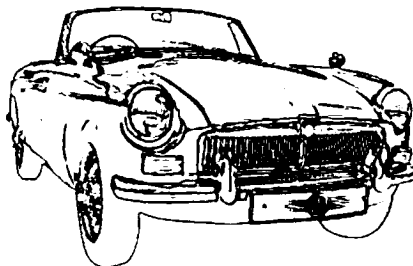
(Member Profiles Continued from page 1)

Leanne Kess at 24000 615th Avenue, Litchfield, MN 55355 or via email to slkess@willmar.com (that's SL in lower case).

We hope is to hear from each and everyone of you so we can all get to know each other a little bit better.

- 1) When, where and why did you buy/get your first MG? How many and what types do you now own?
- 2) Why do you think people glance your way when you drive by in your MG?
- 3) Truthfully, how did your spouse react when you brought home your first MG? Has she/he been won over? How did you accomplish the change of attitude?
- 4) Describe your car(s) and how long you've had it/them.
- 5) What is the most interesting or amusing incident you've had with your car (s). Recall an instance behind the wheel that was the most fun.

Remember, embellish as you wish. If you come up with other stories, or items for print, feel free to share them.



Comments from your editor.

This month we have two interesting articles on V6 and V8 conversions. They follow up on the heels of our tech session of April 21st. If you missed the tech session you missed a great time.

You still have time to sign up for the Intermarque Banquet. If you can't stay for dinner, drive over for the informal car show.

Volunteers are still needed and welcome as our club moves closer to MG2001. Please consider volunteering and having fun, fun, fun.

JON

MMGG

Technical Advisors

The following people have expressed a willingness to answer questions and offer advice about these cars. Take them up on their offer.

T-types

Lew Palmer 651/436-7401

MGA

Roger Karnopp 651/454-1379

MGB

Randy Byboth 952/936-9335

Midgets

Dewey Frier 763/424-3286

Brian McCollough 651/462-0145

Bodywork

Dewey Frier 763/424-3286

GM V6 Conversion An Interesting Option

*Submitted by MMGG Member Brian McCullough
Edited by Chris Sorenson*

While the idea of converting a vehicle is offensive to some and scary to others, it represents a classic mix of Yankee ingenuity and red neck independence. With the intention of building bridges and seeding conversation at club events I give you the following article.

Our own Brian McCullough, a full time British Auto mechanic in the beautiful town of Wyoming, MN, wrote this article for the newsletter. With his background in full concourse restoration of mostly pre-war British vehicles he is no stranger to authenticity and sees the conversions only as one of the facets on this fabulous hobby we call MG. He is the Midwest distributor of a kit, which includes the mounting, and exhaust needs for GM V6 conversions for MG's. The rubber bumper B's work best, but other applications are possible.

I have condensed his article due to space requirements. Please call Brian directly if you want to discuss this option in detail. He is very enthusiastic about mechanics in general, and MG's in particular. We are blessed with many interesting and helpful club members.

This article is written to provide information on POWER, which is most closely tied to acceleration and to a lesser degree, top speed. Vehicle choice, engine options and tranny setups will be presented briefly along with some planning tips. If using the vehicle that you already have is the cheapest, it may not be the best. Your pristine, original '67 B or '61 A are probably not good choices for this project. The car should benefit from, not be harmed by the conversion.

Before you jump into the project, look closely at what the conversion costs will be, the ending sale value of the vehicle, and your ability to keep it if it won't sell. An intelligent conversion decision is not made off the wall, deciding that it will be a weekend project, few

dollars will be spent, and the world's fastest car will be built.

Although using 60 degree V6 engines was originally a Ford thing, the old Ford 2.8L engines are getting hard to find and surrounding parts for them are no better. The technology is also long outdated and therefore high performance or fuel injection parts are questionable, if available. The newer choice has been the GM 60 degree V6. Production started in 1980, the year that MG was deleted from the American scene, and has been in production ever since with many upgrades and aftermarket parts now built.

Starting its life as a 2.8 and working its way up to its current configuration of 3.4L, it is stronger, lighter and smaller dimensionally than the MGBs 1.8L 'B' series inline 4! (Comparison of a running 'B' series to a running 3.4L with cast iron heads). Everything from cast iron heads to Aluminum DOHC engines have been built with base power starting at 110Bhp for the weakest 2.8L model built in 1980 with complete emissions. Transmissions available include automatics: Turbo 350, 700R4, 4L60-E electronic and many T4 and T5 manuals with many gear ratios available.

When fitted in the early model MGBs (chrome bumper cars), the motor mounts need to be removed from the body for the conversion kit as well as a few spots on the transmission tunnel need to be "dressed" as on the V8 conversions. The late model cars (rubber bumper cars) are a simple bolt in. Install, lineup and tighten down. My recommended driveline would be the GM 3.4L crate motor with a carburetor, for its affordability and ease of service, with your choice of Camaro five speed or any Camaro/S10 automatic.

For people that would desire more, a little better camshaft, TBI, SFI, and distributorless ignition systems can be acquired. Other items such as Aluminum blocks and heads can be purchased if you want to be far lighter than ANY MGB ever built. I have

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picked up blocks, cranks and heads for both the 'B' Series and GM's 60- V6. Personal experience as well as what I have been told leads me to believe that the V6 is lighter even with cast iron heads!

What is the conclusion? Whatever you make of it. If you like as many cylinders as you can fit under the hood, then maybe the V6 isn't for you. If you like the idea of a modern engine either the Rover or the GM V6 could be for you. I would look into how much power you would like and how much you plan to spend. As with anything, alterations are not cheap and horsepower costs money. If you are considering involving yourself in a project like this, look at all the factors and study your possibilities. Conversions are not right for everyone.

Our current project: 1978 MGB in British racing green owned by Jim Madson. Being converted to a 1995 Sequential port fuel injected cast iron head 3.4 Litre V6 with a Camaro T5 five speed. Originally, this engine produced 160Bhp @ 4600rpm and 200Ft pounds of torque at 3600rpm. We are expecting more without changing the internals of this motor; it will be adequate when finished. The engine, transmission, and PCM took no alterations in the body. The wiring harness is spliced and therefore changed in the engine bay. One #10 hole was drilled in the fender to mount the new relay/fuse station. A possible exhaust mount may be added to the body causing an additional 5/16" hole on the underside if we find it necessary. The headers, built by Classic Conversions, along with the motor mounts, fit along side of the engine without interference to any part of the vehicle and run out along the block just like the factory would have done it had they used this driveline. Our shifter comes out the hole in the appropriate location, as with any other conversion, by altering its shape slightly. It has a total shift length from fully engaged in first to fully in second of 2.75 inches, about half of the MG's original shift length. Currently, the shifter is slightly shorter than that of the original MG's, however this is owner-preference and can be altered to look just like the standard MG B shifter if desired. No cutting, welding, dressing or any body alterations have been necessary to fit this engine in the 1974 1/2 to 1980 MG Bs. De-

pending on the intake system, the hood cross member may have to be altered. Wave to Jim the next time you see him streaking down the road. He'll be the one with the uncontrollable grin.

The V8 Addiction

Submitted by MMGG members Todd and Cindy Wyatt

It began innocently enough. A 1980 MGB Limited Edition with 7000 miles. Phone number. Hmmmmmm. I had been scanning the antique & classified section of the newspaper off and on for years waiting for the right car to beckon. Years ago we had owned a TR4 and my winter vehicle during the off season while the TR sat on blocks had been a 71 B- a blast in the snow albeit a cold one. Now it was June of '96 and what could be the harm in driving down to Anoka for a quick test drive? I knew nothing of the "limited edition" models. The weather was perfect. Twenty minutes and a test drive later a deal was struck.

Cindy seemed to understand. The kids were disappointed in the stick shift as they only knew automatics "we won't be able to drive it!". The stick shift suddenly occurred to me as a benefit. Back home as I tucked the title into the newly created manila file penned MGB, my mind drifted back to the TR4 file of years ago. That file had grown to 3 inches thick on the day, 8 years after purchasing the TR4, it disappeared into the distance with a stranger behind the wheel. To this day I can remember its commission number (CT28962L, so there!). But this MG was much nicer than the TR had ever been! How thick could a file sure to contain just the occasional oil and filter change records become?

Fast forward to 2001. The MG file now is actually more like 3 files and occupies an entire drawer of the filing cabinet. Not to worry. We have met so many fun people through the background music that is MGB and have so enjoyed personalizing the vehicle to our tastes that, well, I almost did not notice when the dog died last year. But how did that file become so thick and has anything been learned

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through ownership that I might pass along to others in order to help them along with their own MG 'addiction' as I have referred to it?

The flippant answers are 1) I am not sure/praise Guinness and 2) forget the MG and buy a Miata. The long answer sort of follows this train of thought. Our original intent (I use 'our' rather than 'I' or 'me' in this article as much as possible with the implication that these projects always had the full support of others) was to keep the car as original as possible. So the first summer and most of the 2nd had me continuously cleaning and polishing, including trips under the car detailing (please people, this is truly a waste of time) and otherwise preserving all the weird science of the pollution control choked engine. Frankly, by the fall of year 2, I was bored with the tedium of originality and definitely tired of chugging along in what I now felt was an anemic performance imitation of what I had remembered from long ago (apologies to 1980 model purists).

This is a good place to pass along my ownership tip #1. If you smell gas while underway it is not normal, nor should you assume the smell to be coming from the car in front of you. My dedication to originality had me Armor-all coating what were rotten fuel lines. After assuring Cindy that I had probably only flooded the car, I discovered upon lifting the hood a line gushing fuel. Line replacement was due immediately. One thing then led to another. With the guidance from MMGG member, Doug Madson, a successful project of installing dual su carburetors and a free flowing exhaust in place of the wheezing zenith took place soon thereafter. Ahhhh, much better. Now it sounded like an MG should sound. And I could keep up with all but the more powerful mini-vans.

But wait! Are not the rpms sort of high at cruising speed and, gad, am I sweating! So back to the garage the following winter (a garage built for the MG, but we do store the outdoor furniture in it off season so its multi use and not just a selfish MG-related purchase). Time now for a Madson overdrive and a MMGG member Mike Hirschman air conditioner, all installed by MMGG member and shop owner extraordinaire, Dan Iberg at Midwest Motor Sports. Ownership tip #'s 2,3&4, virtually everything you need to know about MG's can be obtained by visiting with the members of our local club. We have a Minnesota club filled with talent and dedication. Ask a member. The Internet (Tip #3) is a virtually limitless resource for MG tips, parts, and the proverbial "been there already." Search under keyword MG, then variations like MGB, MGA, and so on. Tip #4, join NAMGBR. (North American MGB Register, about \$25 bucks a year). This national association lists members you can call up (god bless Bob Mason) who are only too happy to visit about your MG problem. The articles and advice of each issue are invaluable. What I have received back for the few bucks annual dues to the Minnesota club and NAMGBR organization could fill, well, 3 MG file folders.

And how did that last file folder of mine come about, you ask? Maybe Dan Iberg planted the seed for it. Upon completion of my overdrive/AC project he said, "I think you have done just about everything you could do to this car *short of installing a V8*". Or perhaps it was the Vancouver NAMGB National Convention we attended and a yellow '78 with a V8, which caught my eye and imagination. In any event, hundreds of Internet hours, numerous how-to books and videotapes and many phone conversations later had me hooked on the project. Then when my neighbor brought his 75 roadster in for an overhaul at Midwest Motor Sports and Dan Iberg called me stating that if I wanted to sell my engine and driveline to my neighbor in order to make way for the V8 project idea that had been tossed about we (loosely using the 'we' tense) would need to bring in the car 'now'. I must admit that when my car returned on a trailer after the donation and I took pause to reflect on all the effort of the 3 years previous, now disappeared, there were some seri-

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ous reservations about the V8 project. Serious reservations. And in case you missed my emphasis here, some serious reservations.

Tip #5. Allocate double the time and budget for most projects involving your little British car. And if you embark upon a V8 project pardon the obvious but it's going to involve time and money way beyond simply sourcing an old V8 from the bone yard to rebuild and then lifting out the 1800. All phases of the project require making decisions with far reaching ramifications along the line of those originally made for MG by who knows how many engineering types working (years). Do your research and absorb all you can from the Internet, individuals who have been there, periodicals, tapes, books etc. Decisions about everything have to be made; cam, manifolds, headers, motor mounts, clearances, carburetors, air cleaner, clearances, starter, alternator, linkage, exhaust, radiator, clearances, clutch, transmission, bell housing, rear end, shocks, anti-tramp bars, speedometer calibration, valve covers, pulleys, belts, clearances, tachometer calibration, clearances, light bodywork/massaging if a 74 1/2 or newer, air-chisel time if older, keeping things cool in general under the bonnet, plus a couple dozen other things I have not bothered to list. This was by far the most ambitious (time, money & insanity) project I had every undertaken.

After much research I elected to use basically one source for the engine/transmission. Dan Iberg custom designed and fitted so many components that I would miss half of them if I tried to list them. My car would still be a pile of parts without him. Dan LaGrou has years of design experience especially as regards the aluminum block Buick/Rover V8 and has a catalog devoted to MGB V8 conversion. Both of these guys are totally first class resources and I would use and recommend them 100%, period, no further discussion needed. Having a spunky MG is even more fun than I had imagined it would be. Nonetheless, as a continuation of Tip# 5; after fully investigating your V8 project, I would add 200% to your time line estimate and 150% to your cost estimate. This should get you close.

What's next for 'us'? A BGT project, keeping it more along original lines. One rocket seems to bring out the best in people. How many times do people, complete strangers, come over to visit with us when we are fueling or otherwise getting into our pride and joy? Many recall a story that revolves around their MG experience. Always told with a smile. It seems as though we are never alone when we travel about in our MG. Bring the cell phone along though, just in case-Tip #6.



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Go Kart Racing

Submitted by MMGG Member Phil Vanner

Kart Racing, 2001

On Saturday March 24th ten members of the Minnesota MG Group met the challenge laid down by the Minnesota Jaguars to go Kart racing. The Jags and the Triumphs were able to field two five-man teams each, but we had to make do with two teams. The racing was fun, close and hard-fought.

We met at Pro-Kart Indoor in Burnsville at Chowen Ave and Hwy 13, at 8:30 AM. Pro-Kart runs a track inside a warehouse. European built-karts with Honda 6.5 horsepower engines (converted to methanol for indoor use,) are very lively, with a great balance of power, braking and grip. The course is very twisty with several tight turns but there is a back straight where speeds of up to 40mph are possible.

Everyone enjoyed themselves, and there was a great spirit of fun. But make no mistake, when we were out on the track, nobody was out for a Sunday drive – it was racing.

The races were set up so that after a short practice session, two teams would race at a time, one from each of the clubs. A computer that timed laps via a computer chip located in each kart did scoring. It was probably best for our club that the timing was not working particularly well that morning, as the Jaguars came with a couple of ringers and the Triumph cause was aided by the skill and agility of Amanda Berg. With six and a half horses on tap, it helps when everyone else out there weighs 50-75 pounds more than you do. No doubt a close accounting of the results would have done some damage to MG pride.

No matter, since we all had a lot of fun, and the competition was good-natured. After our track time ran out, we adjourned to the Buffalo tap to wash down the tire dust and methanol fumes and trade tall tales.

Many thanks to the Minnesota Jaguars and in particular, to Dave Meek, for setting up this enjoyable event. It was great to spend a morning driving with our British car friends, especially driving something without a roof.



MGB, MGC and MGB V-8 Production Figures

Courtesy of MMGG member Tom Moerke, Thanks Tom!

Year	MGB	MGB/GT	Total 4 Cyl B's	MGC	MGC/GT	MGB/V-8
1962	4518					
1963	23308					
1964	26542					
1965	24179	524	24703			
1966	22675	10241	32916			
1967	15128	11369	26524	189	41	
1968	17355	8352	25707	2566	2462	
1969	19050	12212	31262	1789	1954	
1970	23644	12462	36106			
1971	22444	12110	34554			
1972	26192	13174	39366			3
1973	19565	10218	29783			1069
1974	18966	9581	28547			854
1975	19966	4609	24575			489
1976	25860	3698	29558			176
1977	24490	4191	28681			
1978	22006	5658	27664			
1979	19897	3473	23370			
1980	11004	3424	14428			
Totals			512112		Total C's 8999	2592

336979 roadsters (87%) and 60416 GT's (48%) were built for export, totaling 397395.

Chassis # G-D2D1 101: First MGB GT V-8

Chassis # G-D2D1 2903: Last MGB GT V-8

Calendar of Events

May 20, 2001 Intermarque Banquet and Rally, hosted by the Minnesota Triumphs. 2:00 p.m. car show; 4:00 p.m. dinner and event. Cost \$25.00 dollars or about 38 pounds. Application form in last months newsletter. Plan on attending this All British event that kicks of the driving season.

June 9, 2001 MG picnic hosted by Chris and Mary Sorenson. Gathering at their home in Sartell, Minnesota (next to St. Cloud).

June 21 – 24, 2001 SCCA Chicago Region's June Sprints at Elkhart Lake, Wisconsin.

July 2-6, 2001 MG2001 at the Minnesota State Fair Grounds. This event is hosted by the MMGG. Plan to attend and help out.

July 19—22, 2001 Brian Redman International Challenge, Elkhart Lake, Wisconsin.

August 11, 2001 Swap Meet and Show at Ellingson's Museum in Rogers, Minnesota. Hosted by Phil Van-ner.

September 8, 2001 Annual Wheels and Wings gathering in Osceola, Wisconsin. Hosted by Jerry Strand.

October, 2001 Annual Fall Color Tour. Need a host for this please.

November, 2001 Annual Meeting hosted by Dan and Jeanette Shidla.

December, 2001 No activity scheduled.

January 12, 2002 Annual Holiday Party and MG Bucks Auction. Hosted by Elena Pierce and Peggy and Brian Walsh, and held at 3M's Tartan Park Clubhouse in Lake Elmo, Minnesota.

Club Tools Available

The Minnesota MG Group has a number of tools and tents which can be used by club members (mostly free). They are stored at Park Bus Company/Columbia Transit Corporation (Dick Wallrich's place), which is located at 896 Hersey Street, St. Paul, MN. Telephone number is 651/644-1000.

The cost for using the wire feed welder will be \$5.00 per week which will be used to help pay for the gas and wire. All other items can be used for two weeks free, after which you will be charged \$5.00 per week.

The following is available:

- One engine hoist
- One engine leveler
- One high pressure washer
- One spot welder
- One wire feed welder

We also have:

- Two 10' x 10' tents in which any or all of the 4 sides

can be removed. (To be used for club events only). To use any of these items first call Columbia Transit Corporation to make sure someone will be available at the time you want to pick up the equipment. When you arrive, identify yourself as a MMGG member. You will be shown where the equipment is stored. It is **very important** to sign out each time you pick up any tents or tools. Do NOT remove anything without first signing for it! Write your name, telephone number, date, and what you are borrowing on a piece of paper. Put the paper in Dick Wallrich's office!

When you are ready to return the equipment, again call Columbia Transit Corporation to make sure someone will be available at the time you plan to return the tools. Place the returned items in the same spot you took them from. On a slip of paper write your name, telephone number, date and what you returned. If you owe money, attach it with your paper and put it in Dick Wallrich's office.

Thank you for your cooperation.

For Sale.....Wanted.....Misc.

QUALITY COACHES, INC.

20 W. 38TH ST
38TH & NICOLLET
MINNEAPOLIS, MN 55409
612-824-4155
FAX:612-824-4460/qcoaches@uslink.net
www.quality-coaches.com
**27 YEARS QUALITY AUTO REPAIR
and RESTORATION
MOSS DISTRIBUTOR
MG * TRIUMPH*AUSTIN HEALEY
MAINTAINING ALL BRITISH CARS**

For Sale: 1972 MGB parts, including RF fender (NOS), used boot lid, new body trim, bonnet, exhaust and intake manifolds, pair of HFI4 carbs, seats, 2 tops (1 folding and 1 snap together), front and rear axel, both gone through with new brakes, etc. Make offer on all or part. Call Lew Palmer 651/436-7401 evenings

For Sale: 1974 MGB GT, Damask Red, same owner for 20 years. Regular maintenance performed to keep her on the road. Call Marcia at 763/509-9497.

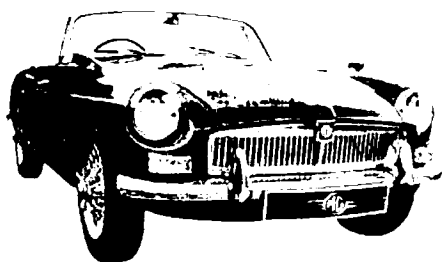
SUMMER HELP WANTED

Technician's assistant. Duties include helping the technicians, washing cars, and shop maintenance. A mechanical aptitude necessary and a valid drivers license. Call Val or Mark at Quality Coaches 612-824-4155.

For Sale: 1974 MGB-GT V8 Right Hand Drive conversion. Rover 5 speed, Rover V8, nice leather interior, composite rear springs, ventilated disc brakes, traction bars, sunroof, Painless Wiring, extras. \$9,999 or best offer. Call Jon at 651/779-8605 evenings before 9 P.M.

In stock: resleeved master cylinders for MGA and Midgets 3/4 and 7/8 inch bores. Bare resleeved units on exchange done in Stainless Steel for \$130.00 each. Charge for non-returned or unusable core. Fully rebuilt units available on request. BMC - Repair, Restoration and Modification of British vehicles.
Brian McCullough 651/462-0145.

For Sale: 1967 MGB Roadster that needs TLC. Complete car with solid body. \$1500. Call Jeff Engebretson weekdays at 763/241-2408 and weekends as 612/730-3129.



Wanted: 1973 or earlier MGB or MGB-GT. If you know of one contact Keith Pryor at 651/433-3607.

Minnesota MG Group Membership Application

The Minnesota MG Group was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of all MG cars. MG car ownership is not necessary to be a member of the Minnesota MG Group. Initial membership is \$30.00 and \$25.00 for renewals. The membership year runs from January 1st to December 31st. New members joining after August 31st of any given year shall be granted membership for the remainder of that year and the next year as well. Use this form to join or renew your membership.

Please complete this form, write out a check for \$30.00 or \$25.00 and mail to:

Minnesota MG Group
1092 Golden Oaks Drive
Hudson, Wisconsin 54016

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

Telephone w/area code: (____) (____) (____)

Email address: _____

MG(s) Owned: _____

Minnesota MG Group
3599 Gershwin Court North
Oakdale, Minnesota 55128-3044

Safety Fast

We're on the Web!
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