MINNESOTA MG GROUP

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GAZETTE

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The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for December. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Healey, MG Marques Joining Forces for Fall Colour Tour of the St. Croix River Region

Submitted by MMGG Member Dawn Williams and Austin-Healey Members Greg & Nancy Lauser

Members of the Minnesota Austin Healey Club and the Minnesota MG Group will rendezvous **Saturday, Oct. 4, 2003** to discover all the fall colors in and around the St. Croix River Valley between Minnesota and Wisconsin. In addition to cruising both sides of the river in their British marques, participants will have the opportunity to explore the valley via the Osceola & St. Croix Valley Railway.

We'll gather by **9 a.m.** in the Windmill Room of **The Machine Shed Restaurant** in Woodbury, Minnesota. This is just north of I-94 at the Radio Drive Exit: Turn left at top of exit, go across the freeway to Old Hudson Road {first right turn past I-94 West freeway entrance}. Coffee, rolls, etc. will be available from the menu and we'll distribute maps and directions so we can be on the road by 9:30-9:45 a.m. bound for Stillwater and the St. Croix. Then, it's across the river to the scenic byways of western Wisconsin's St. Croix and Polk counties as far northeast as Turtle Lake. The Color Tour will stop at the St. Croix Casino parking lot just long enough for vehicle refueling and "rest" at nearby service stations for those needing to do so. At that point we'll begin our return to the St. Croix River Valley.

After lunch at Adventures Restaurant in Osceola, Wisconsin, the 90-minute roundtrip train tour will leave from the Depot in Osceola at 2:30 p.m. Regular adult fare for the ride is $14, but if 20 or more members of the Color Tour contingent sign up to ride the train, the adult fare will be $11, with youth fares of $6.

IMPORTANT: Reservations Requested

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The Oil on the Dipstick

By MMGG President Alan Kelsey

Car Restoration – Getting It Together

In last month's article, I mentioned taking everything off the car to get it painted another time. So we're at the point of putting everything back. Before I go much further, I must relate that Sharon and I have learned very well the first rule of auto restoration: The more certain you are that there is *NO WAY* you could possibly forget where a part comes from, the more certain it is you will look at it and say, "Isn't this part from the old dishwasher?" and throw it away. Naturally, this is the one part that is absolutely vital for getting your MG down the road and the one part that's been on back order for months from Moss Motors and the one part that *NO ONE* in the club will have in their extra parts bin.

Having learned this one lesson, we always start every MG project with a goodly supply of #10 envelopes. When the parts go inside, their proper lo-

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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, 15942 Harmony Way Ct., Apple Valley, Mn. 55124.** Visit us on the web at **WWW.MMGG.ORG.**

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cation is noted on the outside, many times with a diagram to assist in the re-assembly. This really doesn't help much, but it gives me something to look at while I'm trying desperately to remember where the stupid thing goes.

Envelopes stacked on the workbench, tools at the ready, we invite the club over for a "let's take pity on Al" tech session. Since we also provide at least one meal, a few brave souls show up. You need to be warned, everyone has their own way of taking things apart and putting them back together. One member came over, looked at my nicely organized parts envelopes, said, "Oh, I just put all the parts in a coffee can and, when they're gone, the car is back together." At that point he proceeded to empty all of them onto the workbench.

Another thing you'll learn during a restoration project is just how inferior your tools really are, at least most of them. We were reinstalling all of the chrome, using rivets and a riveting tool, when I was sent to the store to get "one that works." Funny, when I had asked the salesperson while buying the first one (the only model they had), he assured me that it would do any riveting job I would be doing. He had probably looked at me and ascertained that statement would be accurate.

Karma is an interesting thing. We all know how Lucas systems will fail, for no apparent reason, at the worst possible moment. However, the yin and yang of MGs goes far beyond the electrical. For instance, installing a windscreen is a three-weekend job. We got the new glass into the frame and made our first attempt at attaching the frame to the car body on the first weekend. The first of four bolts went in just fine. We knew that one on the other side was very close, so close we couldn't understand why it wouldn't just go right in. However, try as we might, there was no way this bolt was going into that hole, short of hitting it with the biggest hammer I could lift. Sharon talked me out of that plan. So we decided to walk away, saying in a very loud voice, "I guess the car just isn't ready to be driven yet." The car sat in that spot for another six days.

Going back the next weekend, we tried a few new techniques and some of them involved putting in a new windscreen. Still no luck so we walked away again. Again adding as much guilt as our Scandinavian heritage would allow. I think I heard the car sobbing that time.

When we approached the car the third weekend, I must say I was getting a bit discouraged. Pressing ever onward, I took the bolt in hand, went through all of the contortions necessary to get my head into the feet area and my feet draped over the back of the seat (I only do that for money now, LOTS of money). Once more I peered through the first hole, trying to see how to line up the second. Once more Sharon applied the appropriate amount of pressure to the windscreen frame. Once more it looked like everything was lined up, just as it had so many times before.

This time the bolt went all the way in so easily, I'd swear it was turning itself. We were shocked. From this I know some MG projects just have to be done in their own time, not ours. Either that or get out that big hammer and swing away.

Another thing I mentioned in the first article was George Mallory's statement, "Because it is there." This is when another quote comes to mind. When a reporter asked Willie Sutton why he robbed banks, his response was, "Because that's where they keep the money."

Well, using this logic, many of us won't ever have to be afraid of being robbed. After doing a restoration, there isn't a lot of cash lying around.

Our season is almost over. The events have been fantastic. We still have a couple more to look forward to. One is the annual meeting in November. It is at that meeting we put together a rough calendar for next year. If you have *any* ideas about what you'd like to see the club doing next year, please send them on to either Elena or me.

Until next month, Alan

Now is the time we start preparing our LBC's for winter storage. What follows is a reprint of information we have published in past issues of the Gazette. If you have any questions, call a fellow club member.
Your Editor

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WINTER STORAGE

Ask a dozen MG owners how each of them stored his MG last year and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method as each owner has slightly different considerations and requirements -- yet there are basic rules to follow in any storage procedure that will reduce the probability of damage during storage. In addition to the normal precautions for freezing temperature, some thought must be given to location, access, traffic around the stored MG, humidity, rodents, etc. It is important to develop a plan that you can easily follow and that you implement before winter shows its icy Artic fury.

DAMAGE WE HAVE WITNESSED!

Damage during storage results from neglect or abuse – and we've "seen it all!" Cars stored without antifreeze resulting in cracked blocks, burst radiators and heaters; old gasoline evaporated until all that's left are giant, hardened blocks of varnish knocking around inside the tank; gasoline lines, fuel pumps, and carburettors plugged with gooey aged petrol. Dented fenders, cracked glass, perforated soft-tops caused by carelessness or accidents from adults and children. Corroded chrome, frozen brakes, scaly undercarriages, and mildewed interiors from damp storage. But the damage from rodents is most pervasive – those nasty creatures burrow into the seats, the bonnet insulation, the interior – even the exhaust pipe. We have found nests in the boot, fender wells, pedal boxes, inside the heater boxes and air cleaners, in the folded tonneau…nearly everywhere. We disassembled an engine once to find a mouse next INSIDE a cylinder. This past spring a baby mouse fell FROM the heater onto the mechanic's foot during a test drive!!

BASIC RULES

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching, caused by dirty, acidic, contaminated oil. Topped off master cylinders reduces water contamination in the hydraulic lines.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage -- discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. Discharging an entire can of WD-40 (or similar product) on all the engine components, especially the bright metal or aluminium parts (carbs, coil, anti run-on valve, etc) easily protects the under bonnet (engine-bay). A large piece of plastic on the floor protects the underside of the MG from moisture rising up through the concrete

Finally, take the MG on the last run of the season allowing it to heat up fully. A half-hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until Spring, it is necessary to remove the battery to prevent freezing. Should the battery

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freeze and burst, sulphuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

1**) Location** --Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
2**) Access** -- Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter or will it be positioned in the corner of the garage?
3) **Traffic** -- Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?
4) **Humidity** --Will the storage area be very dry or will there be a puddle of melting snow forever swilling under the MG?
5) **Temperature** -- Will the storage temperatures be room temp, just above freezing, or dead cold?
6) **Animals** --Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?
7) **Owner Maintenance** -- will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

INSURANCE

Insurance is a MUST -- even on your stored MG! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG --or worse; and fire is always a possibility. This comprehensive insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

SYSTEMS PROTECTION

1**) ENGINE**: Fresh oil will adequately protect the engine for several months of relatively dry storage. If you are going to store the MG longer than the winter, or if the humidity is high, then start the engine at regular intervals and allow it to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Turn the engine over slowly, before replacing the plugs -- by the crank in the earlier models, or pushing while in fourth gear -- as this moves the oil throughout the head, pistons, and valves. Cover the tailpipe outlet with duct tape to prevent moisture from entering the exhaust system. Cover the air inlets at the air cleaner(s) with tape to keep moisture from the carb internals and cylinder head.

2**) IGNITION**: Normally there are no preventive measures, but if you are going to store the MG for several years, oil the distributor cam.

3) **COOLING**: Ensure the cooling system is filled with a clean 50/50 solution of glycol antifreeze and water. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) **FUEL**: If you plan just a winter's storage, then a full tank of gasoline with the addition of a can of "dry gas" or "Stabil" is satisfactory. If you plan to store the MG for a year or more, then drain the float bowls to prevent a build-up of varnish and oxidation of the metering needle. Gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so. Starting the MG with "old gas" or "bad gas" requires fresh gasoline in the carburettor just to get the engine to start running. Sometimes starting fluid (carburettor cleaner or ether) is necessary. Once warm, the engine will run on old gasoline.

5) **CLUTCH**: Two problems can occur in long term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure

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plate. Exercising the pedal on a regular basis can avoid these trouble spots. Damp storage is a real problem with the clutch and aggravates this rusting. Start the MG and drive it fore and aft – even a couple of feet – every so often!

6) **SUSPENSION**: Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter -- but if this is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This keeps the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If you place the MG on stands, then reduce tire pressure to 10-15lbs. Whether on stands or on the ground, be certain to move the wheels a couple of times during storage. Several rotations work well to prevent the bearings from rusting.

7) **BRAKES**: Rolling the MG back and forth prevents the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Operate the brakes on a regular basis to prevent the cylinders from freezing. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drums –this also allows the cylinders to move farther while exercising the pedal. Exercise the handbrake, too! Rapidly work the handle, up and down, to keep the cable and linkages free. Store the MG with the handbrake OFF!

8) **BATTERIES:** No battery will hold its charge forever. If the battery charge is reduced far enough, the electrolyte freezes, the case cracks, and the battery is ruined. If you store the MG in freezing temperatures, then you must charge the batteries several times throughout the winter. Use a "trickle charger" or run the engine to recharge the battery(ies). Sometimes it is easier to remove the battery! On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox. This stops the drain (albeit tiny) caused by the clock. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) **BODY**: To prevent oxidation or scratching, cover the MG with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, and can exacerbate oxidation and rusting. If you plan to store the MG in a heavy traffic zone (the family garage, for example), then additional protection is in order. Thick cardboard, a suitably supported piece of wood, or even an old mattress suspended from the ceiling prevents damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Make every effort to keep the floor dry!! If you plan to store the MG outside, then keep the car well ventilated and do not allow snow to pile up, under and around the car. Park the MG on a large sheet of plastic to keep the MG dry. You can park your MG in a large, specially prepared bag -- a hermetically closed environment. This "bagging" is a wonderful solution for some enthusiasts!

10) **INTERIOR:** Low winter humidity dries leather seats, allowing them to contract and crack. Prepare the leather with LEXOL to keep the hide supple. Mice cause the greatest damage to interiors! They eat the seats, the foam, the carpeting, the wiring insulation – they eat EVERYTHING!! Close off access to the interior. Keep the vents tightly closed. Erect the hood (soft top). Close the windows. Some owners remove their seats prior to storage. Several dishes, filled with mothballs, in the footwells, on the battery compartment, in the boot and in the bonnet will repel most mice. Use the "Old Fashioned" mothballs – naphthalene.

Develop your plan and store your MG carefully! We'll see YOU and YOUR MG next summer!

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Winter Storage-Oil

Submitted by Ernie and Rhea West
Proprietors of Dead Lake Motors

Everybody knows that when you get your car out in the spring, you change the oil on it for the coming season. Right. Wrong. That's kind of like taking insurance out on your car after it's wrecked. The correct time to change the oil is shortly before it's put into storage. There are several reasons for this. If you wait till spring to do this, most of the contaminants have settled out down to the bottom of the oil pan and remain there as a thick paste, and most of what you've drained out is fairly clean oil. Another problem with leaving old oil in the engine till spring is that all of the parts that have oil in or on them are subjected to the damages caused by acid, water, and other chemicals that build up in oil during normal use. And last, but very important, the antirust (vapor type additive) that modern oils have is the first additive to disappear. This is the additive that protects the virtually dry cylinder walls from rusting. With the wildly fluctuating temps here in Minnesota, sweating of metal parts just like a Pepsi bottle on a humid day, can cause severe cylinder rusting and even seizure of the pistons. So, in a nutshell, change the oil within 200 miles of putting it away. If you change the oil just as you store the car, start it up for a few moments to circulate the oil to all of the critical parts.

One other thing I do, if at all possible, to all units I'm putting away for a month or more, (no matter what the season) is to Fog the engine. This product is in an aerosol can, and was originally designed for outboards, snowmobiles, and the likes. As a very last thing before I unhook the battery, I start the engine and promptly kill it by spraying this fogging oil into the carb inlet. This helps coat some of the dryest parts of the engine like valve guides and upper cylinders.

Doctor Ernie

Tech Tips are provided by Ernie and Rhea West, proprietors of Dead Lake Motors. Dead Lake Motors is located 13 miles southwest of Perham, Minnesota. Ernie and Rhea can be reached at erwest@arvig.net or by calling 218-758-3344. If using email, identify yourself on the subject line of your note or it may get deleted as junk mail..

VEHICLE STORAGE FAQ'S

Submitted by Quality Coaches Technician David N. Juntunen

It's almost that time once again…time to put our summer loves back into storage over the winter season. I've developed this little letter as an aid in answering your questions of what to and what not to do when storing your vehicle the winter months.

Tire Care: If you don't care to jack up your car and place it on jack stands you can inflate your tires to 50-60 psi. Doing this helps to keep your tires from flat spotting. When you get ready to take your vehicle out again in the spring, just return the pressures to their normal operating settings as found in your vehicle's handbook. *DO NOT USE CHEMICALS SUCH AS ARMORALL!* These chemicals, while enhancing appearance, when evaporated, dry out rubber, leather and vinyl.

Battery Care: If you do not have a battery maintainer (available at just about any auto parts store) I recommend unplugging the negative-side terminal of your battery. **Be sure that you have all relevant radio codes, etc. before unplugging your battery otherwise you may have to have a technician extract these codes!** When you are ready to return your vehicle back to service some vehicles will require you to drive them a short distance at a certain speed to reset the parameters of the ECU, consult your service manual or your service technician for further advice.

Fuel System Care: Contrary to popular misconceptions, it is not necessary to add things such as fuel stabilizers and additives to your fuel if you only plan to store the vehicle for up to 6 months. *Today's fuel blends are very good about not breaking down as they used to*. **However**, if you're planning on storing the vehicle for a longer period of time, stabilizing the gasoline is important. Gasoline is a blend of dozens of different compounds that left to sit for too long the volatile compounds will evaporate leaving a varnish which will clog your fuel system. *It is important that you fill your tank*. Before doing so put the stabilizer in (this al-

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A Car Show in Chetek and the Rally in the Valley

Submitted by MMGG Member's Al and Sharon Kelsey

Picture this: You're sitting under an open tent, brought by Steve and Diane Rindt, on a warm,

sunny, summer day, surrounded by lots of interesting cars and fun people and there are NO bugs. If you get tired of just relaxing, you can walk a few feet to a delightful art, craft, and "I don't know what it is, but it's cheap" fair. There are musicians and

food, lots of food. A church group is selling very tasty pie and ice cream for a couple of dollars. Over there, the brats and burgers are sizzling on the grill, just calling your name. There's also a beach

nearby if you want to wade a bit deeper into summer. It doesn't get much better than this, but wait.

After the car show, where Wayne Soderbeck won a trophy, we took a quiet little drive to a friendly restaurant for the prime rib and crab buffet. The only thing left was to meander to the motel, staying overnight in Chippewa Falls. Steve and Diane, with wonderful help from Tony and Pam Cox, meticulously planned all of this just for us. Usually, one such event is all a couple will take on in a year, but they outdid themselves just a couple of weeks later for the "Rally in the Valley."

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We were greeted with a bag of goodies and a very nice polo shirt at the Legendary Leinenkugel Brewery in Chippewa Falls. Naturally, there was a bit of tasting just to make sure the quality hadn't slipped since our last visit a while back. Then on to a Poker Run. The roads were the usual Minnesota/Wisconsin country style that twist, turn, dip and rise, delivering spectacular vistas around almost every corner. There's something special about driving between cornfields in a small car so every corner brings a surprise. We had plenty of rest stops to (re) gather the group, some of whom just wanted to keep on driving, even though the directions said we should turn. Towards the evening of this gorgeous day, we stopped to eat across from the lazy part of the Chippewa River. The routes were wonderful, the details were all planned out, and all we had to do was enjoy the day.

Now, before you get all depressed that it's over or you missed it, you can capture all of the enjoyment again next year. Diane and Steve, again with the help of Tony and Pam, are taking reservations now so we might get a block of rooms at the motel. You can cancel anytime, almost up to the day we leave. Refer to pages 12 and 13 for more detail. Put it on your calendar and call them today. This looks like it will become an annual event to rival even Wheels and Wings!

Wheels and Wings in Osceola, Wisconsin September 6, 2003

Submitted by MMGG Member Jon Masley

Ok, let's get the hardware part covered first. Congratulations to Bill Pederson who won the MG award for his beautiful MGA. Congratulations to Dan Iberg who won the Jaguar award for his wonderful restored XK-120. And finally, congratulations to the club for winning, again, the award for the most club members in attendance. A not scientific count had over 50 MG's in attendance.

What a great day. Nice and cool in the morning and (very) warm in the afternoon. Club members enjoyed cold sodas and water, plus coffee, donuts and cookies throughout the day. I understand a good deal of power shopping was going on as well. It is amazing how many things can actually be packed into a MG (including table lamps).

I did some tire kicking with fellow club members, discussed the state of my air conditioning unit, and picked up some free calendars.

Two new members join that Saturday. Welcome to Michael and Loyce Schief from Rice Lake, Wisconsin and Stephen and Janice Fisher from Annandale, Minnesota.

Steve Kaplan from Duluth handed out flyers inviting MMGG members to join him on the **Sept 27, 2003** ***Fall Colors Annual Bayfield Run***. Steve tours with the Duluth/Superior Club and this

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is one of their annual events. There are many food stops (I know, having eaten my way across Wisconsin last year). Great drive. Call Steve at 218-727-5911 (evenings) for more details.

Calendar of Events

Let's have some fun!

Editors comments: This calendar will be continually modified and updated. The MMGG club is working closely with other British car clubs on a variety of activities. You are encouraged to attend any car club event.

Ongoing!	**Informal Car Show at Toby's On the Lake** every Sunday through October, 5 pm to 7 pm. 249 Geneva Avenue North, Oakdale, Mn. Toby's telephone is 651-739-1600. Located just south of I-94 on Century Avenue (near the 3M main campus). Sit on the deck and enjoy the view of Tanners Lake. Come anytime, leave anytime. Note: Geneva Avenue, Century Avenue, Highway 120 are all the same street.
October 4, 2003	**Fall Colour Tour.** See page 1 for details.
October 11, 2003	**Pepin County Tour.** For any of you that missed the *great* Pepin Tour hosted by Annette and Glenn Fisher September 13th, Wayne Soderbeck and Karen Take want to host a rerun. Please review the September MMGG *Gazette* for details. We will repeat this tour in its' exact entirety. Our rain date is October 12. Maybe your last run of the year. Come out and have fun. For further information call Wayne Soderbeck at 715-425-5032.
November 15, 2003	**Annual Business Meeting.**
January 24, 2004	**Annual Holiday Party and MG Bucks Auction.** Hosted by Phyllis and Keith Galberth and Jim and Cindy Pennoyer. Location will be 3M's Tartan Park Clubhouse. More details later.
June 4-6, 2004	**Rendezvous 2004** will be held in Winnipeg, Manitoba, Canada. Another good time, hosted by the sports car club in Winnipeg. If you attended Grand Rapids in 2002 and Thunder Bay in 2003, you know how much fun this event can be. More detail as it becomes available.
June 24-27, 2004	**13th Annual North American MGB Register Convention** held in Parsippany, New Jersey. Hosted by the MG Car Club Central Jersey Centre. Host hotel is the Parsippany Hilton. FFI: Bob Chezem at ***rchezem@optonline.net*** or visit the website at ***www.mg2004.com***.
July 23 & 24, 2004	**Ralley in the Valley, 2004.** Hosted by Steve and Diane Rindt, stay two days at Paradise Shores, enjoying the resort, driving beautiful country roads, visiting Al Capone's Hide Out in Hayward, Wisconsin and of course, enjoying good food and friends. **Call NOW** to make your reseverations at Paradise Shores, 1-800-657-4512. Let them know you are with the MMGG for July 23 and 24, 2004. Sneak preview of Paradise Shores at ***www.paradiseshores.com*** and Al Capone's Hideout at ***www.alcaponehideout.com***. Contact Steve or Diane at ***sdrindt@msn.com)*** or call (715-832-8316) for more information. Also see the following web site: ***http://www.chicagolandmgclub.com/guests/ritv/ritv2003.html.***
August 12-15, 2004	**University Motors MG Summer Party Reunion.** Hosted by John Twist and Caroline Robinson of University Motors, Ada, Michigan. Event hotel is the Grand Rapids Hilton, 616-957-0100. FFI contact University Motors at 616-682-0800 or ***JohnTwist@universitymotorsltd.com***. Also see the web site at ***www.universitymotorsltd.com.***

(Storage Continued from page 7)

lows the stabilizer to mix fully with the fuel).

Engine Care: One thing I have learned in my years as a technician is the harm moisture can have on metal parts. *Before you store your vehicle, be sure that your oil is changed and clean and that you've run the engine long enough (30 – 60 min.) to burn off any condensation that's formed* because moisture trapped in transmission fluid and oil is sure to cause damage if let sit. **Aside from having your engine oil changed, be sure that your coolant, rear differential, transmission, power steering and brake systems have clean fluid in them or that they have been serviced and flushed within the past 2 years.** *All of these fluids hold moisture causing them to form acids that deteriorate bearings and seals which lead to very costly repairs.* When everything else is done and you're ready to turn off the lights and say "goodbye" to your baby until spring you can ***fog your engine***. Fogging your engine prevents the piston rings from sticking to the cylinder walls as well as lubricates valves and seals and coats your intake and exhaust ports to prevent rust from forming. To do this start your engine and spray fogging oil in the carburetor for about 3 seconds and promptly shut the engine off. **DO NOT START YOUR ENGINE AGAIN UNTIL YOU'RE READY TO PULL THE VEHICLE OUT !** *After the exhaust pipes have cooled, spray some lubricant (such as WD40) into each exhaust pipe and cover the tips with a rubber balloon or Saran Wrap and a rubber band(s).* This prevents rodents from nesting as well as prevents moisture from getting into the exhaust and engine causing rust.

Another thing that I do to protect belts, hoses and wiring is to *spray lubricant all over the engine compartment.* This helps components stay soft and pliable as well as coats everything keeping things from drying out as well as forming a protective layer on plastics and metals preventing rust and corrosion (p.s.: rodents don't like the taste or smell of WD40, so it keeps them out).

HERE ARE A FEW DO'S AND DON'TS FOR STORAGE…

-*Be sure to have your vehicle waxed and sealed and the underbody protected* to shield your vehicle from debris and elements during storage (even a wet car cover can lead to issues with your clear coat).

-*Don't ever start your vehicle during storage* unless you intend to run the vehicle for at least an hour. Starting your vehicle allows for the engine oil to get hot enough to attract moisture, but not burn it off allowing moisture to be trapped in your engine, transmission, exhaust, etc.

-Do *take care to protect your vehicle from dust and debris* with a quality dust or car cover.

-Do try to *store your vehicle in a dry place* to prevent rust from forming on the body. If stored outside, take care to place preventative items in the vehicle such as windshield sunshades, etc.

-If rodents are an issue, instead of using mothballs, place fabric drier sheets throughout the interior and engine compartment of the vehicle. (rodents detest the smell and taste of drier sheets and your vehicle will be "spring fresh" when you're ready to pull it out).

-Be sure to have a professional technician check your vehicle over before you put it away and again in the spring before you start driving it to ensure that your vehicle is in proper storage and driving condition.

Should you have any questions/concerns about storing your car and to have your car prepared for winter storage, restoration, repair or spring driving*, be sure to contact me and I will help with all of your needs. Happy Motoring!

David N. Juntunen-Specialty & Exotic Technician
Quality Coaches Inc., 20 West 38th Street, Minneapolis, MN 55409
Work: (612) 824-4155
Fax: (612) 824-4460
Website: www.quality-coaches.com
Email: qcoaches@uslink.net

* Please contact us in advance for your winterization, spring checkout, storage and other maintenance/restoration needs due to the fact that these spaces and availability fill up fast!

This and That

Foreign **Domestic**

Midwest Motor Sports, Inc.
26 South 1st Street
Sauk Rapids, Mn. 56379
Ph. 320-251-0676, Email: danielmms@aol.com

DAN, MIKE, RICK, DOUG, DUSTIN
Call and inquire about our free pickup and delivery of your car.

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.

Triple-M - Lew Palmer 651/436-7401
T-types - Bob Figenskau 952/935-7909
MGA - Mike Hirschman 763/391-5769
MGB - Randy Byboth 952/936-9335
Midgets - Brian McCullough 651/462-0145
Bodywork - Open

Quality Coaches, Inc.
20 West 38th St. (38th & Nicollet)
Minneapolis, Mn. 55409
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REGALIA

We now have a web site to view all the merchandise available for our club to purchase. The web site address is ***amaril.com***. We are currently looking at polo shirts, including some special requests for different colors to match owners' cars. If you have any questions please call me.

Rich Leslie at **763-754-2965**

BMC British Auto

Austin-MG-Mini-all types of pre and post War British Automobiles. Mechanical Services and Restorations of both.
Brian McCullough
Ph. 651-462-0145 or
Email: bmcmcc@mnautox.com
Just north of Forest Lake, Minnesota.

Club Equipment Available

Our MG club has some excellent equipment for club member use. Dick Wallrich at Park Bus/ Columbia Transit Company in St. Paul keeps our welders, engine hoist, pressure washer and tent. His telephone number is 651/644-1100. Our bullhorns, overhead projector and microphones/amps are available through Jerry Strand at 715/386-5930. For specifics, please refer to previous newsletters, our website or call for details.

New(er) Members -Need a Nametag?

We've experienced a little breakdown in our process for obtaining nametags for new members and appreciate your patience and support in fixing the problem. If you are a new(er) member and have not received your nametag(s), please request one from new member coordinator Brian Walsh (651-731-6921). If you leave a message, please be sure to **SPELL** both first and last names for the two name tags and leave a phone number at which you can be reached.

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

Kind of classified rules: Minnesota MG Group members ads will run free for three months, unless you tell the editor to drop them earlier or run them longer. The month/year the ad was placed is in italics below the ad. Commercial Ads as follows: Business Card—$10.00 issue; 1/4 page—$20.00 issue; 1/2 page-$30.00 issue; full page-N/A. All commercial ads must run a minimum of 6 months and must be paid in advance. Send to Jon Masley, 3599 Gershwin Court North, Oakdale, Mn. 55128-3044 or jdmasley@yahoo.com. Make checks payable to the MMGG.

For Sale: 1971 MGB Roadster, 20+ year owner, flame red, driven 10,000 miles since 1982, wire wheels, very good condition, solid body, reliable and well above average mechanically. $5800.
Dave at 763-546-2173
July, 2003

For Sale: 1974 MGB-GT. 77K miles. Much work done on body, engine, brakes and exhaust system. Good tires and battery. Runs ok and minimum rust but needs finishing and painting. Some manuals and calibration equipment available.
$1200 but all offers considered.
Dave Coslett 651-738-1421
September, 2003

For Sale: 1980 MGB, 23,xxx actual miles, new top, new tires, mahogany steering wheel, walnut gearshift knob, all service records, handbook/ workshop manual, new Tonneau cover, luggage rack. Best offer.
Call 763-497-8100
August, 2003

(Fall Color Tour Continued from page 1)
Since luncheon orders will be from the restaurant's regular menu, those wishing to be part of the Fall Color Tour Drive and Osceola & St. Croix Valley Railway train ride should register for the event no later than Wednesday, Oct. 1, so we can advise the restaurant and railway of how many folks to expect. To do so, **please contact** either/or:
Greg Lauser, Minnesota Austin Healey Club
715-262-9813
glauser@pressenter.com
or
Dawn Williams, Minnesota MG Group
612-363-5990
WilliamsD@puc-mn.org
If the weather does not cooperate on Oct. 4, the backup date is **Sunday, Oct. 5**. See you at The Machine Shed!

For Sale: Two MGB's. One is a 74 1/2 and the other is 71. I have owned these vehicles for around ten years and they are both great drivers. The 74 1/2 has been driven 100 or so miles each year and is ready to drive now. The 71 was put on blocks seven years ago and was disassembled to repair rocker panel and floor panels. Both vehicles have had numerous new parts added. I would like $2,500 for the 74 1/2 and $1,500 for the 71. I will consider delivering these vehicles for the cost of the delivery (gas, room and meals). Call John at 605-229-3709 or at *jweaver@abe.midco.net*.
October, 2003

For Sale: MGA 1500 (1956). Injury makes it impossible to continue restoration. Restored rolling chassis. Overhauled motor & tranny. $6000 in new parts. Body in very good restorable condition. Only dog legs of rear fenders need replacement. New sills welded in place. $7000. Jerry Hudrlik, Owatonna MN 507-455-0243 or *jjhudr@mnic.net*
September, 2003

For Sale: 1971 MGB, Orange with black leather interior, 42,xxx original miles, chrome bumper car, new top and new tires, runs well. $4100 or best offer. Call Stacey or Vern at 651-247-5078 (cell) or 715-248-3511.
October, 2003

For Sale: 1977 MGB Original Primrose yellow, 50,000 miles. Twin SU (have original carb and manifold), Monza exhaust New carpets and near new tires. $4,200. Call Herbert Miller 612-860-8067 hgmiller3@qwest.net.
August, 2003

Wanted: Received from Ernie West - do you know anybody that has a set of original carb manifolds for a 1975-1980 MGB? Next would they want to sell them? If so, have them call Chuck Berg at 218-863-3811 (Pelican Rapids).
September, 2003

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. Membership is $30.00. 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 compete this form, write out a check for $30.00 and mail to:

Minnesota MG Group
6363 Gopher Blvd. North
Oakdale, Minnesota 55128

Name:_____

Name of spouse/partner/significant other:_____

Street Address:_____

City, State, & Zip Code:_____

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

Email address:_____

MG(s) Owned:_____
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