MINNESOTA MG GROUP

November, 2003

Volume 3, Issue 11

GAZETTE

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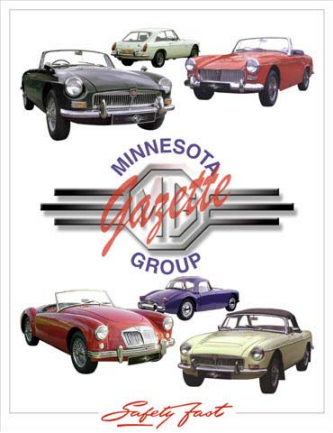

The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for December. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Our Annual Meeting Is Upon Us!

Submitted by MMGG Member Alan Kelsey

Let's get together on **November 15TH** at the **Old Country Buffet in Woodbury**, very near Valley Creek Road and Bielenberg Drive. Go east on Valley Creek Road from I-494 about 3 blocks. Old Country Buffet is on your left. Plan on arriving at **10 a.m**.

The annual meeting is the time when we begin planning the events for next year. There has been some talk about even more extended trips, such as to Grand Rapids, MI for John Twist's summer party. We also know of the super event in Winnipeg that many of you will want to attend.

We also will be looking a bit into the future to see how we might be involved in the Lake Superior Vintage Sports Car Rendezvous when it comes back to Minnesota in 2005.

There are lots of things to discuss and plan. We need everyone's input (to outweigh some of the cock-eyed ideas I come up with) so please come. The address again is 7433 Currell Blvd so you can look it up on Map Quest, if you want.

REMINDER: There will be no newsletter for December. The *Gazette* takes this month off.

The Oil on the Dipstick

By MMGG President Alan Kelsey

Another Day, Another Year

Here we are at November's door, another fantastic driving season behind us. Yet, the time has come to put our little cars to rest for the winter. That is, unless you're like a couple of our members who drive them year-round!

Having been with the club for more than a couple of years, I've had a few interesting experiences with storing our cars. Not always have Sharon and I been so fortunate as to have the garage space to store them ourselves. Still, we've (almost) always gotten them up on jack stands.

One spring, when we went back to the barn where we had stored them, I was a bit confused, looking at the tires resting quite comfortably on the ground. "Didn't we put the cars on jack stands last fall?" Sharon asked. "I thought so." Getting into one of my favorite positions inside a barn: face down, low

(Oil on the Dipstick Continued on page 3)

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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(Oil on the Dipstick Continued from page 2)

enough to the ground to look under an MG, I could see that yes, in fact we ***had*** put the car on jack stands. They were all nicely buried deep enough that the car was now back resting on the ground. Of course, they weren't deep enough that we could drive off of them. So we had to jack up the cars far enough to crawl in, wiggle the jack stand out of the dirt (and whatever else), and then extricate ourselves from that spot.

Then there was the winter we found space in a storage building at a chicken egg hatchery. Now, that was fun! Suffice it to say, we couldn't even keep the eggs.

When storing an MG in any space that has a few openings under the doors or walls, like a barn, we'd take along a few things for "protection." It has been said that mothballs (or crystals) will repel small livestock. I'm not sure about them, but I know I didn't want to sleep in the cars with all of that in there. If you'd like to try this one, bring along a cover for a 5-quart ice cream bucket or an old pie plate. Put the mothballs on that so they will last a bit longer. Also, I have seen mothballs slightly discolor whatever they sit on occasionally. This "pie plate" solution will prevent that as well.

One year I thought I'd be so smart. I left a candy bar in the car so I'd have a treat when I came to get it in the spring. Don't do that.

I'd like to take this opportunity to say thanks to a few of our special members, the officers of the Minnesota MG Group. Elena has made sure that all of the events this year had hosts and came off so smoothly. Joe Olson has kept track of the financial books for us so we don't have to worry about them. Every time I would get the Executive Committee together, not only would Phyllis come forth with some very good ideas and advice, she'd also take notes so we might look back to remember what we had decided.

The Intermarque Council is very important to our club. As much as we tease some of the other clubs, we aren't alone here and encouraging cross-marque participation has given all of us more opportunities to have fun this year than any other time I can remember. Thanks go to Keith for so ably representing us at the council.

Whenever we get new members, and we've gotten several this year, Brian Walsh has been there as our New Member Coordinator to make them feel welcome. Jim Pennoyer maintains the web site so others might know a little about us. Rich and Deb Leslie keep us in our cups, and caps, shirts, jackets, and lots of other things with the MMGG logo. It's a real pleasure to look around at club events and see so many sporting the club logo. Perhaps Dan Shidla has one of the toughest jobs. As the past president, it's his job to try to keep me in line. All I can say is, "Dan, many others have tried before you. A few survived."

Last, but most certainly not least, I want to thank the entire newsletter team. In one sense, Jon is the team leader. He gathers much of the information, but I know how hard all of them work so that we might read this quality "rag" every month, without fail. Chris Sorenson is the Assistant Editor and Ken Malm is our Newsletter Publisher. And thank you to everyone who contributes articles and photographs, the meat and potatoes of our newsletter.

Thanks to all of you for working so hard behind the scenes this year to make our club what it is today. Thanks also to all of you members who continue to make the club viable and fresh for tomorrow.

Please remember the Annual Meeting, which will be held on November 15TH at the Old Country Buffet in Woodbury. It is located very near Valley Creek Road and Bielenberg Drive, east of I494. The address is 7433 Currell Blvd so you can look it up on MapQuest, if you want.

Until January,

Alan

MG/Austin Healey Fall Color Tour

Submitted by Austin Healey Club Member Dave Lee

It Was A Tour To Remember

I woke up way too early Saturday morning, -- the start of the Fall color tour was still nearly five hours away. I wonder how long I'll lie here before going back to sleep? I decided to turn on the television to channel 17 to see what the weatherman had in store for the day, hoping that the monotonous drone of the automated voice would lull me back to sleep. "The forecast for today is cloudy with winds from 8 to 12 miles per hour and temperatures in the mid 50's the automated voice droned. Well, that's not too bad, but we could do without the cloudy part I thought. At least the monotonous tone lulled me back to sleep.

When I finally got up, I was pleased to see a few rays of sun breaking through and was hopeful the cloudy part of the forecast was in error. I went to my garage to see if the Healey was ready to go. As happens way too often, I had not done my home-

work, and the Healey hadn't been started since the Healey Hill Climb. It was cranky. Probably a little miffed at being ignored for a couple of weeks. But it finally roared to life. Wonder what the neighbors think? Make a mental note to apologize to the neighbors for the racket so early on a Saturday morning.

I headed off for the Machine Shed looking at my watch. There should be just enough time to get there by nine provided the Healey doesn't get temperamental and MNDot hasn't decided to resurface a section of I94. Everything goes smoothly and I pulled into the parking lot right on time. Wow!

Wall to wall MGs. There's going to be a very nice turn out for this event and it looks like the weatherman got that cloudy part wrong. More than forty beautiful cars- Healeys, Jags, Triumphs, Morgans, and MGs -with their proud owners milling around kicking tires. Everyone is anxious to get another, if not their first, cup of coffee so most folks make their way to the restaurant fairly quickly where an excellent breakfast buffet awaits. Greg Lauser and Dawn Williams, co-creators of the Fall Color Drive, do a great job of keeping us on schedule, and we get some last minute instructions before heading out to our cars. Back in the parking lot those with FBS radios do a radio check. Great little devices for a drive, really help in keeping the head of the pack in touch with the tail. I discover that my radio can receive, but can't broadcast. No problem.

We fire up and we're off. I'm near the back of the pack but Jeff Johnk, at least, is behind me. We proceed north through the Lake Elmo area trying to keep forty plus cars together through those pesky

(Fall Color Tour Continued on page 5)

(Fall Color Tour Continued from page 4)

traffic lights. A hopeless task. I'm flying solo, but keep an eye on the Morgan ahead of me. Now we're back in traffic again with more traffic lights ahead. I see the next light turn yellow and a puff of exhaust from the Morgan. He's going for it. He blows through the light just as it turns red. No chance I can make it. When the light turns green, I push ahead thinking I'll catch up soon. No familiar cars ahead, just run of the mill everyday cars out for Saturday errands. I can hear Jeff Johnk on the radio that he's lost Dave Lee, but I can't respond. So much for the "no problem" part.

I decide to pull over to finally take my first look at the excellent instructions Greg and Dawn provided. So much for my plan of sight navigation. Problem is, I don't know where I am and have probably made several wrong turns by now. A new Jaguar sedan pulls in behind me. Seems he had the misfortune to think I knew where I was going. We meet on the sidewalk, muddle through the instructions together, and decide right or wrong we need to just head east. Figured we'll run into the mighty St. Croix River eventually. We head out. Much to our relief, after about a quarter mile, we discover we're on a hill overlooking Stillwater and can actually see the bridge below us. No vintage sports cars in sight. We make our way across the river and climb the Wisconsin side hill on County E. Suddenly the instructions have taken on new importance. I'm glancing at the turns and mileage instructions while doing my best impersonation of Sterling Moss, wondering about the accuracy of odometers on forty-year-old British cars, and if the Badger bears will give me at least 10 MPH. The instructions say to turn left on County A, a route that looks familiar. Then I realize this is the route to Steve Rixen's former residence. I'm regaining confidence we're back on the right track.

We then turn off on a beautiful winding road called Trout Brook Rd.- just made for sports cars - and I can't help but smile as we maintain a brisk pace through the corners. The road straightens a bit, and I think I catch a fleeting glimpse of an MG ducking over the hill ahead. Unfortunately there's a slow moving postal carrier with a yellow flashing light ahead, and by the time I can pass, the caravan has again disappeared. We pick up the pace and press on, breaking over the crest of a hill only to streak past a road sign proudly proclaiming "Rolling Hills Trail". Brake hard and make a "U" turn. The folks in the Jag either saw the sign or my brake lights, but in any case they managed to stop short of our turn and wait for me to swing north, then fall in behind. We

again pick up the pace and finally catch up with that elusive MG. I'm determined not to let him out of my sight this time - that is until we reach Wisconsin Highway 65! The same guys that engineered this road must have been recruited to design the roller coaster at Valley Fair. Even though I was

(Fall Color Tour Continued on page 9)

Ellingson's 2003

Submitted by MMGG Member Keith Galberth

This year there were 98 registered cars, about two dozen unregistered cars, and a few curious observer cars who shared in a delightful day of whatever it is that we LBC owners do when they are alone and away from the maxivans, mountain crushers, road wranglers, and other such behemoths. Their caretakers had a good day also, exchanging parts, cash, photos, good conversation, excess lubricants, etc.

A good mix of cars added interest. Nash Metropolitans equaled Triumphs in number when judging began, although plenty of Triumphs eventually arrived. A beautiful black TR3 was chosen as Best in Show, the same car that was chosen as Best in Show at the Intermarque Banquet. An appropriate choice as Triumph was the featured marque this year. A number of Minis and MINIs were present, including the first MINI Cooper S in the area with the John Cooper Works performance upgrade, (as if they needed any more),

and Cindy O'Brien in her newly acquired 67'(95'?) Mini. Cindy handed out a few MGBees in celebration !

(Ellingson's Continued on page 7)

(Ellingson's Continued from page 6)

No Citroens came. No comment.

Thanks to Jim Pennoyer, Brian McCullough, and Phil Vanner for organizing, Lew Palmer, Mark Brandow, Dave Meek (Jaguar club), Keith Galberth, and Brian McCullough for judging and Cindy Pennoyer, Phyllis Galberth and whom ever I have forgotten for everything else.

The 12 steps of British Car Ownership

Submitted by MMGG Member Jim Pennoyer

1. We admitted we were powerless over our British cars --- that our garages had become unmanageable.
2. Came to believe that a power greater than Lucas could restore us to sanity.
3. Made a decision to turn our will and our lives over to the power of Moss Motors.
4. Made a searching and fearless inventory of our garages, basements, patios, and yards.
5. Admitted to ourselves and to a significant other the exact nature of our collection.
6. Were entirely ready to remove all these defects of wiring.
7. Humbly asked our significant others to help clean up our garages.
8. Made a list of all the people that had rescued us form the side of the road, or supplied us parts at the last possible moment before a road trip, and vowed to send them each a six-pack of "Old Speckled Hen".
9. Made deliveries of "Old Speckled Hen" to such people wherever possible, except when to do so would cause excessive levels of intoxication or liver damage.
10. Continued to take inventory of our garages and vowed to keep the level of British cars and parts to a manageable level.
11. Sought through study of repair manuals and meditation to improve our conscious contact with Lucas, praying only for understanding of his wiring and the ability to fix the transgressions of the Dreaded Previous Owner (DPO).
12. Having had a garage cleaning as the result of these steps, we tried to carry this message to others, and to practice these principles with all of our cars.

THE MINNESOTA MG GROUP BROUGHT HOME THE BRICKS !!

Submitted by MMGG Member Diane Rindt

Members Gene & Becky Cooper and family; Wayne Soderbeck & friend Sally; Al Garagiste & Sharri Gestion; and Steve & Diane Rindt made the journey to the "Abingdon Summer Party", held August 14 – 17 in Galesburg, Il.

The Chicagoland MG Club puts on this event, which is **the oldest annually held MG** Car Show in Western Illinois. The weekend events include:

Friday morning the "Abingdon Trails Rally & Tour."
Friday afternoon the "Rolling Tech. Session with John Twist."
Friday evening "Natter 'n' Noggin."
Saturday morning the "Abingdon Commons Car Show."
Saturday afternoon" The Famous Abingdon Gymkhana".
Saturday evening the "Awards Banquet."

The trophies for this event are the Traditional Abingdon Bricks. Abingdon, Illinois is the home of the famous Abingdon Shale Company. The "Brick Trophy's" are replicas of the bricks manufactured in the 1800's.

All three couples participated in all three events, making them eligible for the "Hat Trick Award".

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Gene and Becky Cooper took home three bricks:

- Gene Cooper took home 1st place in the Gymkhana. (MGB Class).
- Becky Cooper took home 1st place in the Gymkhana. (Women's Class).
- Gene and Becky Cooper took 1st place in the "Abingdon Trails Rally & Tour".

Steve and Diane Rindt took home two bricks.

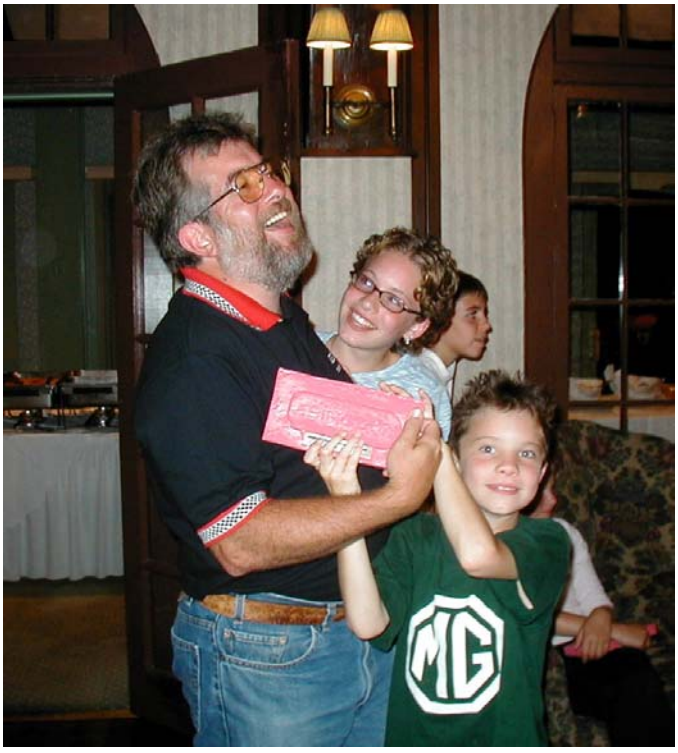
- 2nd place in the Car Show.
- 3rd place in the Gymkhana. (MGB class).

Wayne Soderbeck took home two bricks.

- 1st place at the Car Show.
- 1st place in the Gymkhana. (Midget Class).

Next year we hope to see more MMGG people attend the "Abingdon Summer Party". For additional photo's go to the Eau Claire British Car Club site.

http://autos.groups.yahoo.com/group/eauclairebritishcarclub/



(Fall Color Tour Continued from page 5)

only a few car lengths behind, the MG was dropping off the edge of the earth every ten seconds or so as we popped over the crest of hill after hill. Kind of gives you that "stomach in your throat" sensation. What a fun route!

We head cross-country via a series of county roads into beautiful downtown Deronda, located at the intersection of "PP and F" (somehow I don't think future developers will choose to utilize this in their promotional material - Songbird Lane or something like that probably sounds a bit more alluring). From Deronda it's a short sprint into Amery where a pit stop is scheduled for man, woman, and machine. A vintage sports car invasion of this magnitude draws quite a bit of attention on Amery's main street from the locals out running their Saturday morning errands. Tom Hazen provides designer bottled water for all takers, and the cars get their fill of premium. (Unfortunately Tom doesn't subscribe to Willie Nelson's lyrics "whiskey for my men and beer for the horses", but the bottled water was a nice touch.) From Amery it's a short hop over to Turtle Lake for a short break at the Holiday station. It is decided that due to time restrictions, we'll forego the loop that would have taken us through the back roads north of US 8. Instead, we'll head directly to lunch at the Adventurers in Osceola.

The staff at Adventurers was ready and waiting for us. We enjoyed good food, prompt service, and they had us out the door in time to board the Osceola & St. Croix Valley Railway cars at the Osceola depot. The train ride not only transported us along the banks of the St. Croix River, but also back in time. It moved along at a leisurely pace for ninety minutes past waterfalls, fall colors, and scenic views of the river. We arrived back at the depot in the warm sun of a beautiful Fall afternoon, and I'm sure everyone was glad they had taken the time to enjoy the great event Dawn and Greg had put together for our enjoyment.

Thanks for a wonderful time!

Pepin Tour was a Great Drive

Submitted by MMGG Member Jon Masley

I hope you were one of the many people/cars that joined Annette and Glenn Fisher as they hosted a tour of Pepin County, Wisconsin September 13, 2003. Everyone who attended raved about this tour and the wonderful roads they chose. I logged a little over 200 miles on my car.

One of the first rest stops was at the Laura Ingles Wilder "Little House on the Prairie". We lunched in the town of Pepin. Some of us ate at one of the many fine restaurants, while others enjoyed a picnic lunch by the lake.

Near the end of the tour, I noticed some members stopping to buy cheese. No doubt wanting a souvenir of the trip.

If you missed this trip, I hope you had a chance to do a second run. On October 11, 2003 Wayne Soderbeck, believing imitation is the sincerest form of flattery, hosted a repeat of this great drive. Same starting point, same rest stops, same lunch stop, same ending. Another great fall drive.

Thanks Annette and Glenn for a great ride. We appreciate your work.

Buena Vista Ladies Club

Spark Plugs, Part 1

Submitted by Ernie and Rhea West
Proprietors of Dead Lake Motors

First, I'd like to dispel a myth started by my wife. This Doctor moniker has to stop. I'm no doctor. First, my income isn't on the same level as a doctor, plus everybody knows you have to be a lot smarter to be a mechanic (and somewhat less to be a writer). But back to the tech tip.

Again my wife came up with the idea when she miss heard me say car club. Oh well, spark plugs it is. Among all the list of things that can affect the life of your engine, plugs should be near the top of the list. Of course, the first step should be to check the plug catalogue listing. You're safe using this list if you're Mr. Joe Average, using your vehicle in a Joe Average manner. But if you use your vehicle out of the average you may need plugs either above or below the recommended heat range. Newer vehicles have been engineered to live over a wide range of conditions. But our older collector cars are very susceptible to variations. I'll use two engines as examples, the small block Chevy and the BMC "A" (British) engines.

They come in kazillion variations. Compression ratios vary from barely 7 to 1 up to 10 to 1 or higher. They can be used in the commuter that mostly idles for two hours to go 20 miles, all the way up to the North Dakota driver who regularly dives 80MPH for long distances. Those same engines may be used in commercial uses too, pulling their guts out for hours. The BMC engine could be used in a sports car, equipped with overdrive, and driven sedately on winding blacktop roads at 2000RPM. Or used in a cube van, and daily driven on I-94 at 4500RPM (that's the small van that's holding up all the traffic roaring along at 52MPH).

What this all means, is that it's your responsibility to chose a plug that meets your driving habits and vehicle use. It's been almost 40 years since I attended a 3-day wonder course at the Champion Spark Plug plant in Toledo, Ohio. And if my less than razor sharp memory is accurate, the spark plug insulator tip (the part by the electrodes) must operate between 500°F on the low end, but no more than 1700°F on the high end. Below 500° the temp won't be high enough to burn off deposits, and will in short order foul out. Anything above 1700° and the insulator and electrodes will glow red-hot. This leads to maverick uncontrolled ignition, causing uncontrolled and colliding flame fronts, pinging, detonation, etc. All of which are conducive to melting piston tops, breaking piston rings, blowing head gaskets, burning valves and generally causing situations that lower your bank account level.

So what can you do? First make sure your engine is tuned to specs. The timing must be right with the distributor advance systems working correctly. The fuel delivery system must be right, with no over rich conditions (sometimes a tricky job if you have multiple carbs) and no lean out condition caused by a weak fuel pump or partially plugged fuel filter. Also, no consistent over heating situation can exist either.

Next, listen to your engine. If it's making noises like it's swallowed marbles, do something about it. (This doesn't apply to Shawn, cause all of his engines make noise). If the noise just started, maybe it's cause your dear old spouse put in 87 octane instead of the needed 93 octane. If the pinging sound has been coming on slow, maybe it's carbon build up. Carbon deposits cause multiple problems: they raise compression, they can glow red with heat, and they can restrict air and exhaust flow past valves.

After you've addressed all of the possible other problems, or you're lucky and don't have any, then you can get down to selecting a spark plug to fit your needs.

Rhea says I'm out of room so more on this subject next month.

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..

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.

November 15, 2003 — **II Diavolo Rally** Maiden Rock to Pepin, WI. Hosted by Stella del Nord Alfa Romeo. Great gravel with lots of fine topography and such hard to fine features as water splashes and sand traps. First car out at 10:00 a.m. with first car in at 4:30 p.m. No trophies but all participants receive the coveted "Mangia La Mia Polvere" (Eat My Dust) bumper sticker. FFI: Ed Solstad ***esolstad@pressenter.com.***

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.***

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

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**

Gerty and Gidget are Available for Adoption.

Gerty: 1966 Austin Healey Sprite. Signal Red includes Black hardtop. Black interior. Black soft-top. All completely restored and ready to drive anywhere. 1275 Engine; ribcase tranny; Flat-top pistons; 9.1/1 compression ratio; Kent 276 cam (mild race idles smoothly down to 1400rpm); engine completely new in 2001; K&N Pancake Air Filters with small ram air pipes; Crossflow radiator; Negative ground conversion with Bosch 60amp alternator; Kent electronic optical ignition; 1-½" lowered and stiffened suspension (all new – not rebuilt springs and shocks (2003), front sway bar(5/8"); Adjustable camber Poly bushings in Lower A-arms, competition stiffened front coil springs. Asking $10,500

Gidget: 1973 MG Split Bumper Round-Arch Midget British Racing Green, Black interior, Black tonneau cover. Complete "frame-off" restoration completed in March 2003. Everything refurbished or new except seats, which are original and tastefully covered in grey cloth. 1275 engine completely new but restored to stock. 600 miles on careful engine break-in. Front 5/8" sway bar. This car is restored to original specs with a few exceptions: No top installed, original folding top bows blasted/painted go with the car and are also ready to install. Asking $12,500

Sadly, these two cars, which have been a part of my life for many years, must go. 5 cars (two in a single-stall garage) is just too many. They have both been lovingly cared for and restored and I would trust them anywhere. They are both safe and reliable. Gerty appeared on the cover of the "*Healey Marque*" (national AHCA Magazine) in January/February 2001. Please help me find them a new home. Curtis Carlson 612-721-8667 (h) 612-251-7492 © **spritemann@hotmail.com** **or** **mnhealey@earthlink.net**

Winter Car Storage

Park Bus Company is again providing winter storage for British Sports Cars. Keep your pride and joy in the right company for the long winter.

Keep your car or bike happy this winter with heated storage. We have a secure building that is dry, low humidity, heated and has full fire sprinklers, (your insurance company will love that). The cost for winter storage is $400 for the season for British cars and $250 for bikes. Larger cars will be price adjusted for their size. You can bring in your car anytime after October 15th, and it can stay as long as April 17th. There will be a $10 per day charge for cars left after April 17th.

To store your car you will need to:

- Provide Park Bus Co. with a copy of your insurance showing comprehensive coverage for fire and theft in force throughout the storage period.
- Have a car that gets along with others. No leaking fuel likes or acid dripping batteries that will be a hazard to its roommates.
- A car cover to keep the dust off.

We will even have a spring cleanup Tech Session on Saturday, April 10th, where you will be able to wash and wax your car, and have it checked over by an esteemed panel of MG experts prior to the start of the driving season.

You can reserve a spot for your baby now. Call Dick Wallrich at: Park Bus Company, 651-644-1100. We are located at the intersection of Hersey and Wydiff in St. Paul.

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.

Quality Coaches, Inc.
20 West 38th St. (38th & Nicollet)
Minneapolis, Mn. 55409
Ph. 612-824-4155, Fax 612-824-4460 Email: qcoaches@uslink.net

MOSS Distributor-STOCKING PARTS TO KEEP YOUR MG-TRIUMPH-AUSTIN HEALY RUNNING. **30 YEARS SERVICE FOR BRITISH CARS, FOREIGN & DOMESTIC REPAIR.**

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.

MG Done for the Year?

When was the last time you checked your fuel pump? Now that winter is approaching fast, why not have your fuel pump overhauled and ready for spring?

All SU pumps overhauled using ALL NEW factory original parts specially imported from England. If it moves, we replace it. All models undertaken including LP (for TD, TC, and earlier), HP (for MGA and TF), AUF300 (for MGB), and LCS (for Austin Healey and MGA Twin Cam). Others inquire.

Most are a flat fee of $40.00 plus parts (usually $40.00). Typical turnaround is 3 days.

Horns and wipers also overhauled. MG mechanical service and restoration also available.

Call or ship to Lew Palmer, Roundabout Motors, 16780 St. Mary's Drive, St. Mary's Point, MN 55043 Phone: (651) 436-7401.

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: 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

For Sale: 1979 MGB 79K miles, all original. Interior in excellent condition, body in overall good condition. Includes Tonneau cover, Top Cover, and Car Cover. Needs clutch, but overall is a well cared for car. Job transfer forces sale.

Asking $2,500.

Brian (952) 294-7769 days; (952) 935-2054 eves.

November, 2003

For Sale: Troy-Built 4 in one chipper Vac. Used only once. Self propelled. Optional hose for flower beds. Still under warranty. Bought for $950.00 Will sell for $500.00

Dick at 651-644-0154

November, 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: 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: 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

Some Lucas Comments:

If Lucas made guns, wars would not start either.

The Original Anti-Theft Device - Lucas Electrics.

"I have had a Lucas pacemaker for years and have never had any trou...

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 (renewals only $25.00) 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:_____
_____
_____

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

Safety Fast

We're on the Web!
www.mmgg.org