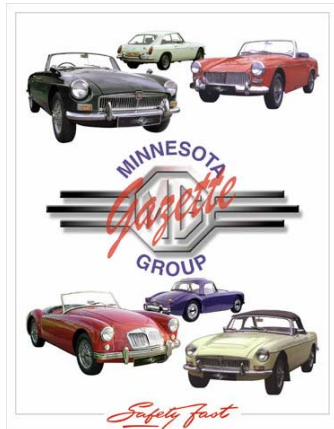




GAZETTE

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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.

YOU'RE INVITED TO THE SECOND ANNUAL MMGG VALENTINE TEA PARTY. SATURDAY, FEBRUARY 12, 2005.

When: Saturday, Feb. 12th



Time: 2:00 PM to 5:00 PM

**Where: Point of France Party Room, Edina
62nd & France Avenue-across from
the Southdale Marshall/Fields store.**

This is a fun event. Wear your vintage hats and gloves. There will be photos taken. Tea provided. We request that you bring an appetizer or dessert to share. Questions & Volunteers call:

Val Wallrich: 612-824-4155

Cindy O'Brien/Byboth: 925-936-9335

Dawn Williams: 612-363-5990

We are looking for Volunteers to help with tea, greeting, clean up. We can use your help!

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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The Oil on the Dipstick

By MMGG President Alan Kelsey

A World View

It's sometimes very easy to see only what directly affects us and ignore everything else. We care whether it will snow a half an inch on our way to work, but if Ohio gets two feet of the white stuff, we can miss the event altogether. I am just as guilty of this as anyone. Well, recently several world events have come to my attention and I think we should all consider them and what we, as responsible members of the global community might do about them.

The 8.9 earthquake that struck off Indonesia a while back was at the center of the news for a few days, but what can we do about it? A couple of the biggest effects are that it moved the entire island of Sumatra about 100 feet to the southwest. According to Dr. Richard Gross, at the Jet Propulsion Laboratory, the quake did cause the earth's rotation to speed up by about three microseconds and caused a slight wobble.

As your leader, I have volunteered the services of the Minnesota MG Group to correct at least the time problem. I figure we can all line up our cars going the same direction and pop the clutch at the same time.

Unfortunately, I think this will widen the St. Croix (some say that getting further away from those "cheese-heads" could be a mixed blessing) and shove Montana up into the Rockies, but there's always a price to pay.

I also read a small news piece about how the gendarmes in Paris are really cracking down, perhaps to the point of violating some civil liberties. A member of the Paris MG Society was showing a couple of friends the sites in his fair city when the brakes on his GT failed. He avoided hitting any other vehicles and pedestrians, but ended up diving into the river. Since it was so cold and he didn't live too far away, he got his guests back to his house to warm up.

It was only a couple of minutes when the police broke down his door and hauled him off to jail, charging him with driving people in Seine. I don't think that's right. After all, a man's home is his castle, in a manor of speaking!

On the other side of the world, the Aussies have been having a Tasmanian devil of a time with keeping one of their networks (the one called, "The LAN Downunder") connected to the Internet. It seems the problem was the every dial-up connection was only returning the address of the local pc card itself. The modem was the message.

To make matters worse, they were having a huge dispute on how to compensate those who could solve the problem. The workers were invoking an old statute that would grant them large tracts of land. It was called the "The geeks shall inherit the earth" law.

I'm not sure how we can help these last two cases, but sometimes awareness is the most important understanding. If you feel the need to reread this article, do it slowly in a tanning bed and you'll be well red.

The final point I'd offer is to remind you that "embargo" spelled backwards is, "O grab me!"

Alan Kelsey

DUES ARE DUE!

**PAY YOUR 2005
MEMBERSHIP DUES NOW!**

**MAIL TO:
JON MASLEY**

**\$35 OR PAY BEFORE THE
KICKOFF BRUNCH AND SAVE
\$5 !!!!**

THE RUBBER B'S
EDITOR'S NOTES
TOM & BARB BELONGIA, EDITORS

Second edition and you'll be glad to know Tom & Barb are still talking even though Barb uses a red pen to "edit" Tom's work.

Hopefully everyone is getting their newsletter either by email or U.S. Mail. If you hear of anyone not getting their newsletter, have them contact us (see page 2). Printed copies will be mailed by the first of each month and email copies will be sent about the 25th of the preceding month. If you are looking for an "early" edition or the color edition, contact us to be added to our email list.

Articles, photos and advertisements must be received by the **15th of each month** for publication the following month. But earlier is always ok.

Special thanks to Jim Pennoyer, Alan Kelsey and the Minnesota MG Group for the MG Cane and the special "caning" ceremony at the 2004 Holiday Party. I'll use it to comply with the "Safety Fast" motto, when I am out of my MG.



Haynes: Carefully...

Translation: You are about to suffer deep abrasions!

Tech Tip: by Doctor Ernie

Subject: Clutches

Over the last 100 years there's been about every imaginable idea you could dream up to allow for unhooking the engine from the drive wheels, a necessity if you want to keep the engine running while the vehicle is stopped. Along the way the fluid coupling was invented which ultimately led to the development of the automatic transmission. Ironically this automatic transmission is actually a very complicated assembly of a whole bunch of clutches. But for this article I'm going to dwell only on the three piece dry clutch. This simple device has served quite well from the "Model A" period up to the present day. The three piece dry clutch is comprised of: the pressure plate, the driven disc, and the clutch release bearing. I'll start with the driven disc. This is the part that is fastened to the transmission input shaft. It is fastened to this shaft, but free to slide on the shaft's splines. The pressure plate is the spring loaded part that clamps the disc to the engine flywheel. The release bearing is the part that compresses the pressure plate springs to release the clamping force that holds the driven disc to the flywheel. This all sounds complicated, but if you don't already know how this works, most any shop will show you the parts and in just a minute you'll see how simple it all is.

But now about how to trouble shoot clutch problems. If the clutch won't disengage, it's most often a result of inadequate release bearing travel. Three common ways that are used to operate the throw out (release) bearing are: cable, rods, or hydraulic, and sometimes a combination of these. When you push the clutch pedal to the floor, the release bearing has to compress the pressure plate springs a given amount to release the grip the pressure plate has on the clutch disc. If the bearing doesn't move enough the disc won't be released and the transmission cannot go in or out of gear. At least not without the gears grinding. If this situation has come on slowly, the situation can many times be remedied by adjusting the linkage or bleeding the clutch hydraulic cylinder. Some other possible reasons for non-release are malfunctioning pressure plate

(broken release fingers or diaphragm fingers), broken or bent release bearing fork, or failing motor mounts that allow the engine to move. Occasionally I've seen a disintegrating clutch disc that jams the pressure plate to the flywheel too.

If the shifting seems okay, but the clutch slips when power is applied, these are some possible reasons: 1. The clutch disc is simply worn out. As the disc wears, getting thinner and thinner, it gets less and less bite from the pressure plate. 2. The clutch parts are oil soaked. 3. Or the release bearing is holding pressure against the pressure plate and the linkage needs to be adjusted. Sometimes a hydraulic system has a clutch master cylinder problem that holds hydraulic pressure all the time.

Another clutch failure is grabbing or chattering when engaging. On the old rod and lever type linkage, this is most often caused by over soft or separated motor mounts. Some cars have this problem so often that steady rods, either by the factory or by after market sources, have to be installed to limit engine movement. Any galling or baked on deposits on the friction surfaces will aggravate a grabbing situation too. If you hear a noise when you push on the clutch pedal, it's almost always a failing release (throw out) bearing. If the noise is only there when you let the clutch pedal out, it's most often a transmission problem.

#2 Tech Tip:

Every winter I have to be reminded of this. Maybe this reminder will help you, before you experience this problem.

The doors freeze shut. This usually results in one of two outcomes. 1. Wait until a warmer day comes (and who can do that?) Or 2. Pull hard enough until the rubber seals get ripped in or pulled away from their mounting flanges. The remedy is to coat the rubber seals, where they contact the doorsills or posts, with "Door-Ease". This is a waxy type product, in a tube, that's available at most auto parts supply stores. It also has many other uses such as door latch sliding areas, hood and trunk lid seals and stops, and even household uses like sliding windows and drawers. "Door-Ease" can used any place that needs a clean and fairly permanent lubricant.

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.

ARE YOUR TIRES TIRED

By John Treible

While we are on the issue of safety, it's time to consider the condition of the tires on our LBC's. Generally we don't wear out the tires since we really don't drive the cars that much. What this might give to many of us is a false sense of security about the true condition of our tires, I read an article a couple of years ago about this concern in another club's newsletter and then ignored the advise which turned out to be a major life threatening mistake. The advice was to replace your tires every 5 to 7 if they are an 'off brand' or every 8 to 10 years for a quality major brand.

After I read the article I went out to the garage and visually inspected the tires on my 1972 MGB. They had plenty of tread and there were no bubbles in the side walls that might indicate a broken belt. The rubber was sound with no cracks or checking of any kind. I did not know how old the tires were because they were on the car when I bought it and they were some mystery brand I had never heard of. In my arrogance I ignored the advice to replace them and a few weeks later we set out on Tony's Tag-Along to the NAMGBR meet in St Louis. The trip to St. Louis was uneventful and we took a number of drives while we were there. My thought was that this guy who wrote the article was all wet. Our caravan was heading up the Interstate on a Sunday morning when it hit the fan or rather the road. A very large semi had just passed us when I experienced a very strong vibration and the left rear tire exploded. This was not some slow leak but a catastrophic tire failure. Somehow I managed to get the car off on the berm and the caravan pulled over. The tire was in shreds so we pulled out the spare and in a short time we were back on the road, We were about 100 miles from Indianapolis (our stop for the night) when the front end of our car started to vibrate and shortly thereafter the right front tire disintegrated. Fortunately we were not on an interstate and were not going all that fast. A friend from New York who was traveling with us pulled out his spare and once again we hit the road. About ten miles from the motel the car started to vibrate again but we made it to the overnight destination without another incident.

The next morning Dave Handley and I headed down to a major tire store and I bought five new tires. I wasn't about to take a chance for another blowout. The lesson to be learned here is that your tires may look good on the outside but be badly deteriorated on the inside. We were very blessed that we were not hurt or even killed by what happened. Our MG was damaged but that could be repaired. Please do not take a chance and drive on tires that may not be safe.

1935 MG Airline Coupe Courtesy of Car & Parts, January 2005



Gourmet Dining Adventure
Le Cordon Blue
April 7, 2005 6:30 PM

Submitted by MMGG Member Jon Masley

You are invited to join other MMGG members for dinner Thursday, April 7, 2005 through the *Le Cordon Blue* Program at Brown College, Mendota Heights, Minnesota. We will meet in the Minnesota Room promptly at 6:30 PM.

Brown College is one of several locations nationwide that offers students culinary education following the *Le Cordon Blue* method. Students will be preparing and serving a multi course meal. I have eaten there twice now and each time had a wonderful meal.

Here is what you need to know. We will be having a 5-course gourmet meal. Expect your meal to cost between \$24.00 and \$29.00. Beverages are extra. Wine is available for \$5.00 a glass. You may also purchase a bottle of wine. Gratuity will be donated to the scholarship fund. I do not need any payment in advance. I do need to know if you plan to attend. **YOU CANNOT SHOW UP AT THE LAST MINUTE.** There is limited seating. I have made reservations for 20 people. Let me know immediately if you will be attending.

Contact: Jon Masley
651-779-8605 home or 651-335-2372 cell or
jdmasley@yahoo.com

Directions to Brown College: From St. Paul take I-494 S. Just before the river, take the Pilot Knob Road exit (CR-31). Turn right. Go up 1 short block. Turn left. In another block you are at Brown College. The Minnesota Room is in the College building. From Minneapolis, take I-494. Cross the river, take the Pilot Knob Road exit (CR-31). Turn left. Cross over 494 and take a left at the 2nd light. Go another block and you are at Brown College. Brown College is located at 1440 Northland Drive, Mendota Heights, Minnesota.

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife

"Yep, as I thought, it's going to need a new one."

WHITWORTH SOCKETS:

Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for, the last 15minutes.

2004 Holiday Party Pictures !!





*The Minnesota MG Group would like to thank
the following Companies & Individuals
for their generous prize donations, to this year's
Holiday Party Auction & Raffle*

Apple Hydraulics

British Wire Wheel

Classic Motorsports Magazine

Ellingson Car Museum

Holiday Station Stores

Quality Coaches

The Roadster Factory

Victoria British

White Post Restorations

Steve Kaplan

Elena Pierce

Jon Masley

Dawn Williams

Tom & Barb Belongia

Jack & Rita Johnston

Brian & Peggy Walsh

Jim & Cindy Pennoyer

Steve & Diane Rindt

Ken & Diane Merrill

Karen Nichols

Doug Foster

Tim & Nancy Crain

Glenn & Annette Fisher

Jack & Kathryn Schneider



Safety first



Rally in the Valley, 2005

Hosted by Steve and Diane Rindt, THREE Big days!! The fun begins on Thursday this year. Do the "Double Back Rally" on Friday morning; enjoy the "Pool Side Party" that evening. Saturday morning board the "Pride of the Bay" for a tour of the lake. Get out the spit and polish for the "Wax On / Wax Off" car show, followed by the Funkhanna, "Texas Style" Banquet and the famous "Rally in the Valley" Awards Ceremony. DON'T MISS THIS EVENT!!

For more info- Contact: Steve & Diane Rindt (drindt5953@hotmail.com) (715-832-8316) or visit the MMGG web site at (www.mmgg.org)

Rally in the Valley 2005 August 25th, 26th and 27th at Paradise Shores in Holcombe, Wisconsin

Name: _____

Address: _____

Email: _____

Vehicle/s to be registered: (yr, make, model) _____

Friday & Saturday Breakfast Buffet: (Cost includes BOTH days.)

(\$18.00/adult) x ____ = ____ (\$9.00/children 4-12yrs) x ____ = ____ **TOTAL** _____

Friday Lunch @ East Bay (Choose from the following):

Grilled Chicken Breast: (\$7.75/person) x ____ = _____

Italian Beef: (\$8.75/person) x ____ = _____

Classic Burger: (\$7.25/person) x ____ = _____

Sirloin Steak Sandwich: (\$13.25/person) x ____ = _____

Chicken Caesar Salad: (\$12.00/person) x ____ = _____

Taco Salad: (\$9.75/person) x ____ = _____ (Lunch) **TOTAL** _____

Saturday "Texas Style" Banquet

(\$20.00/adult) x ____ = ____ (\$10.00/children 4-12) x ____ = ____ **TOTAL** _____

T-Shirts: Men's & Women's (Small, Medium, Large, X-Large \$16.00) (XXL \$18.00)

Men's: ____ x ____ = ____ Women's: ____ x ____ = ____ **TOTAL** _____

Mens Size: _____ Women's Size: _____

Registration Fee: \$35.00 per/couple x ____ = ____ **TOTAL** _____

EVENT TOTAL _____

Register Before July 25th, 2005!!

For more info- Contact: Steve & Diane Rindt (drindt5953@hotmail.com) (715-832-8316)

Alternate lodging @ Americinn 715-532-6650

Send Checks and Registration Form to:

Diane Rindt 4271 North Shore Drive - Eau Claire, WI 54703

For questions, contact Steve and Diane Rindt at (715-832-8316) or drindt5953@hotmail.com

More rooms available For Rendezvous 2005 !!

Good news for those planning to attend Rendezvous 2005 but haven't made room reservations yet. In addition to the 18 accommodations remaining at Sugar Lake Lodge, Barb Ronning has convinced two motels in Grand Rapids to hold blocks of rooms for our gathering.

The Sawmill Inn – Ph: 800-804-8006 – is holding 30 rooms for us until May 16 at prices ranging between \$78 - \$84, plus tax. Ask for the "Rendezvous 2005" group rate on their rooms.

Next door to the Sawmill Inn, the Country Inn & Suites – Ph: 218-327-4960 – is holding 20 rooms for us until June 1 at a price of \$75 per room (accommodating from 1 – 4 people), plus tax. Ask for the "Rendezvous 2005" group rate on rooms there.

Both motels are closer to downtown Grand Rapids and about 12 miles from Sugar Lake Lodge. See you at Rendezvous 2005!

See and Hear How It's Done

Chris Sorenson and Dan Shidla will take us through a process of converting their MGB power plants to fuel injected GM V6's. Technical advisor, Dan Iberg of Midwest Motor Sports, will offer his thoughts and ways to avoid various pitfalls.

Chris's car is complete and Dan's is rapidly getting there. We will be working on Dan's car at the session.

Saturday March 12, 2005

Starting time is 9:00 AM – give or take a bit, and it ends when it ends. At Dan Shidla's 10305 Morris Road, Bloomington, MN.

Bring your note pads and questions etc.

Chris in Process

ONE WAY 

WELCOME !!! NEW MEMBERS:

Ed and Shirley Porter
129 Highclere Drive, Burnsville, MN 55337
Vehicles: 1969 MGB

Tom and Kathleen Strombeck
1872 Summit Lane, Mendota Heights, MN 55118
Vehicles: 1974 Roadster, 1955 TF 1500

Jeremy and Beth Carr
2517 Bryant Ave S. #101 Minneapolis, MN 55405

Pat and Anne Laughlin
2008 Indian Road West, Minnetonka, MN 55305
Vehicles: 1971 MG Midget

Michael Fry, John Perrow
4007 26th Ave S. Minneapolis, MN 55406
Vehicles: 1978 MGB Leyland White
With wire wheels

Dan and Sharon Bernier
13831 Berkshire Lane, Dayton, MN 55327
Vehicles: 1975 MG Midget Turquoise,
1952 TD Red



MG Girls Rule

Words by Wendy Lucas of the Triumph Drivers' Club of Manitoba (The article originally appeared in volume 15, number 7 of the *Triumph Herald* and is reprinted with Wendy's permission.) Photos from Elena Pierce.

I had the privilege to meet Elena Pierce from Minneapolis. She belongs to a group of sports car enthusiasts who happen to be female and all drive MGs. She consented to do this interview following Rendezvous.

REPORTER: Good afternoon Elena. Wendy, here. I am acting as the roving, intrepid reporter for the Manitoba Triumph Drivers Club monthly newsletter, *The Herald*. Don't let Triumph put you off, as this group will take anyone who drives anything that resembles a sports car. (Hope you had a wonderful time at Rendezvous and found lots of great 'bargains' during your shopping expeditions.)

Would you tell our readers about your group of MG enthusiasts? ie - members, numbers, when you began your group, etc.

ELENA: The "MG GIRLS" are all members of the Minnesota MG Group (MMGG). Many have husbands who are the real car enthusiasts, but several are single women like myself who are the owners and enjoy driving our LBCs (little British cars). I purchased my MG about 5 years ago from a co-worker who was a member of the Minnesota MG Group. He insisted that I give him two checks - one for the car and a second check to pay for my club mem-

bership. Little did I know then, that I was going to meet such a wonderful new group of friends. If you told me then that one day I would be the Vice President of a CAR CLUB I would never have believed you!

Whenever we have a club function, be it a rally, Christmas party, etc., inevitably someone pulls out a camera and we take an "MG Girls" picture. In a separate note



poster of the "MG Girl".

REPORTER: Why did you start your group?

ELENA: We didn't actually start a group - we just fell into it. I'm not exactly sure when the ladies in the club started referring to themselves as the "MG Girls". At first it was just a casual reference when some of the ladies decided to plan a "Girls Day Out" to do some antique shopping. Then two years ago when I was visiting Paris I

happened across a small women's boutique with the sign "MG GIRLS" placed prominently outside. Well, that cinched it. I had my picture taken in front of the store and we've been the "MG GIRLS" ever since.

REPORTER: What challenges do you face? ie mechanics, travel, clothing, etc. What is the biggest challenge?

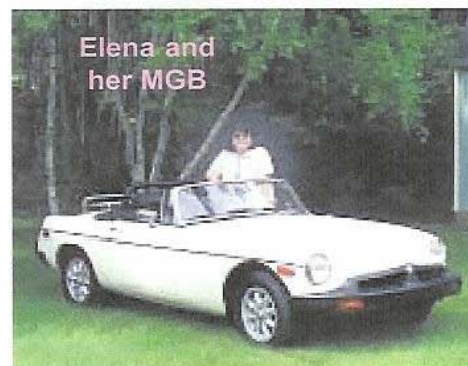
ELENA: The biggest challenge? Have you looked at the trunk space in an MG lately? Like my boss commented recently, "there's not enough room in there to hold my wife's moisturizers!" WHY did I buy that feather bed in Winnipeg???? Now THAT was a challenge to get home!!!!!!

REPORTER: I know you have long hair. How do you keep your hat on and hair untangled when the top is down? This is a serious question, as one we are all challenged by.

ELENA: I keep my hair long enough to easily twist back with a banana clip. I always keep a good supply of sun visors (in every imaginable color) behind the driver's seat. After all, you have to be coordinated with your outfit! I find that visors not only protect your eyes and skin, but also help to hold the hair from flying around your face.

REPORTER: We have quite a number of MG owners within Manitoba - a number of them are female, including myself. Any words of advice, especially to the ladies of our group?

ELENA: Enjoy your cars (and enjoy your lives!) We are the living proof that you don't need to be male to have a mid-life crisis - remember - girls DO just wanna have fun!



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.

On Going Saturday Mornings until further notice.

Saturday morning British Breakfast at the Square Peg Diner, 2021 East Hennepin Avenue, from 8:30 am to 11 am (most people get there early). Open to all lovers of British cars. Proprietor Phil Vanner, a British car owner, welcomes you. As the weather warms up, hang out in the parking lot.

February 12, 2005

MG Valentine's Tea Party MG Valentine's Tea Party will be held from 2:00 - 5:00 at the party room at the Point of France condos (62nd St and France Avenue in Edina "kitty corner" from Marshal Fields / Southdale). Tea Committee members are Val and Dick Wallrich, Lorna and Simon Bosworth, Cindy O'Brien Byboth and Dawn Williams.

March 12, 2005

Tech Session Engine Conversion Hosted by Dan Shidla, Chris Sorenson, and Dan Iberg. 9:00 am, at Dan Shidla's Garage. 10305 Morris Road, Bloomington, MN

March 19, 2005

MMGG Kick Off Brunch 2005 MG Kickoff at Santorini's Taverna and Grill, St Louis Park. Once Again, Elena is planning the kickoff event and she's directing the troops to the Santorini's where we are assured of both a terrific meal and great atmosphere. Things are still in the planning stages, so let Elena know if you'd rather be served a "Manly" steak and shrimp salad or if you'd prefer to continue with a brunch for the kickoff event. "I'm open to suggestions - my goal is to serve a good meal in a nice room (and keep the total cost of the meal including beverage, tax and tip to \$20.00/person)". Express your preference to Elena (empierce1@mmm.com or 651-733-1277) and she'll plan according to the popular opinion.

April 7, 2005

Gourmet Dining Adventure Le Cordon Bleu Hosted by Jon Masley at Brown College, Mendota Heights MN. 6:30 pm. **This is a reservations required event.**

April ? 2005

MMGG Tech Session
Keith Galberth

April 16, 2005

Tech Session Dan Iberg. Midwest Motor Sports Inc. Sauk Rapids, MN

May 14, 2005

MMGG Picnic In The Park
Jim & Cindy Pennoyer

June 16 - 18, 2005

Rendezvous 2005 at Sugar Lake Lodge, Grand Rapids, Minnesota. Hosted by the Minnesota Austin-Healey Club. Another must attend event !!

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.

- June 17 & 18, 2005** **Brits on the Bricks.** The MG Car Club of Toronto invites you to celebrate the 50th Anniversary of their club. Guest speaker is Mr. John Twist. There will be an evening soiree on Friday and on Saturday there will be a British car show on the brick walkways of *The Historic Distillery District*. FFI: www.mgtoronto.com or contact econte@rogers.com to placed on the mailing list.
- June 17-19,2005** **Minnesota Street Rod Association** Back to the 50's Weekend
- July 2, 2005** **Vintage Voyagers "Original" Blast from the Past Car Show**
Starts at 9:00 am, you can enjoy food, crafts, music & great car show. Trophies awarded for the best in class at 2:00pm. Following the Car Show, take a scenic drive to our supper destination at **Jakes Supper Club** on Tainter Lake. Steve & Diane Rindt
- July 7-10, 2005** **MG2005 in Olympia, Washington.** Make your plans now to attend this event. The Olympia club (**WWW.MG2005.COM**) has a great event planned including sailing on a schooner in the Puget Sound, trips to Mr. Rainier, trips to the Lamay Car Museum, and much more. The Red Lion Hotel, where the show will be based, is a lodge-type facility overlooking the beautiful surrounding scenery. More information as it becomes available
- July 14-17, 2005** **North American MGA Register GT30** Mackinaw City Michigan
- August 13, 2005** **Ellingson's All British Car Show and Swap Meet. Rogers Minnesota, 9:00am**
- August ? 2005** **Trip to Galena** Dick & Val Wallrich
- August 25 - 27, 2005** **Rally in the Valley, 2005** Hosted by Steve and Diane Rindt, THREE Big days!! The fun begins on Thursday this year. Do the "Double Back Rally" on Friday morning; enjoy the "Pool Side Party" that evening. Saturday morning board the "Pride of the Bay" for a tour of the lake. Get out the spit and polish for the "Wax On / Wax Off" car show, followed by the Funkhanna, "Texas Style" Banquet and the famous "Rally in the Valley" Awards Ceremony. **DON'T MISS THIS EVENT!!**
For more info- Contact: Steve & Diane Rindt (drindt5953@hotmail.com) (715-832-8316) or visit the MMGG web site at (www.mmgg.org)
- September 10, 2005** **Wings and Wheels** Osceola Wisconsin, Jerry & Nancy Strand
- September 24, 2005** **Tenba Ridge Winery & Car Show** Blair Wisconsin, Steve & Diane Rindt
- September ? 2005** **Fall Color Tour**
- September ? 2005** **Fall Color Tour**
- November ? 2005** **Annual Planning Meeting**
- December 10, 2005** **Grazing Bus Tour** Dawn Williams & Val Wallrich

Quality Coaches, Inc.

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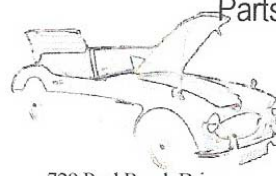
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phone number at which you can be reached. Lost
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For Sale.....Wanted.....Misc.

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 Tom Belongia, 238 Glen Circle, River Falls Wisconsin 54022. Or at: tom.belong@presenter.com. Make checks payable to the MMGG.

For Sale: 1979 MG Midget. Runs great! 4-speed, 25,000 miles. Looks good inside and out. British Racing Green with Tan interior, new carpet, no rust, Iowa car, black tonneau cover, new black convertible top, radio with cassette deck. \$6,200 or best offer. Call Terry Eggum at 651-457-4103.

January 2005



For Sale: (2) 1979 MGB Roadsters. They are on my web site at www.theoldphotocompany.com. Click on the "view our images" tab to 1979 MGB roadster. Contact Denny Scales at 951-679-0883

January 2005

Free: MG1100 parts-come get them before they are scrapped. Del Fankhauser at 651-439-7966.

October, 2004

For Sale: 1967 MG Midget - moving to Germany need to sell asap. Hard top & 2 soft tops all in great condition, 5 wire wheels (2 are snow tires), good condition seats, tow bar, lots of chrome including chrome bumpers. Needs body & engine work but runs. Interior black, exterior rose. \$1000 or best offer. Will sell accessories separately. Call Tammy Lynn 612-825-2369 or 952-836-1041.

November, 2004



For Sale: MG TD 1952 Replica made by British Coach Works. Beautiful yellow MG TD was made in 1985 for the Schweppes Sweepstakes for \$19,500. There are only 6800 miles on it. There is a Chevette 1.6L motor in it and it gets really good gas mileage. No problems with it. There is a new FM/AM Cassette Stereo. It is so much fun to drive. I have all the papers. Asking \$6500. Home phone 651-436-8637. Cell phone 651-428-8637.

September, 2004



MGB USED PARTS FOR SALE: Bonnet- two to chose from, non-over drive transmission, GT rear hatch with glass, rear end, steel wheels-5, windshield frame, many other parts-cheap. Herb Miller (612) 860-8067 or hgmiller3@qwest.net.

October, 2004

For Sale: 1971 MGB Roadster. It has 37,000 actual miles. It is rusty but have the sheet metal parts for replacement. New top. Tom Boettcher ((952) 881-3464 or boettchertr@people.com

January, 2005

Minnesota MG Group Membership

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 \$35.00 with a \$5.00 discount if paid before our Spring Kick Off Gathering (mid-March). 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 \$35 (or \$30 if paying before mid-March) and mail to:

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New Renewal Changes

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