In This Issue:

Club Officers 2
Business Meeting Info 3
Tech Coordinator 4
Editor’s Tech Update 6
Misc Odds & Ends 7
Fish & Chips Photos 8
Fall Colour Tour Photos 10
McCullough Open
  House Photos 12
Halloween Photos 13
Calendar of Events 15
Other Events 16
MG2011 Event 17
Regalia 18
Misc & Classified Ads 19
Classified Ads 21
Business Ads 23
Membership Form 24

Highlights

6 November 2010
Saturday
Annual MMGG Business Meeting
Square Peg - Minneapolis, MN
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>E-mail Address</th>
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<tbody>
<tr>
<td>President</td>
<td>Richard Wallrich</td>
<td><a href="mailto:chartbus@comcast.net">chartbus@comcast.net</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Dawn Williams</td>
<td><a href="mailto:williamsd@emerge-mn.org">williamsd@emerge-mn.org</a></td>
</tr>
<tr>
<td>Treasurer &amp; Member Roster</td>
<td>Joan Petroff (w/John assisting)</td>
<td><a href="mailto:jpetroff@visi.com">jpetroff@visi.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Elena Biessener</td>
<td><a href="mailto:elen2b0916@comcast.net">elen2b0916@comcast.net</a></td>
</tr>
<tr>
<td>Newsletter Editor</td>
<td>Bob (Andy) Anderson</td>
<td><a href="mailto:robtwander1@juno.com">robtwander1@juno.com</a></td>
</tr>
<tr>
<td>Newsletter Editor, Assistant</td>
<td>Ruth Marston</td>
<td><a href="mailto:remarston@comcast.net">remarston@comcast.net</a></td>
</tr>
<tr>
<td>Regalia Coordinator</td>
<td>Cindy O’Brien</td>
<td><a href="mailto:randycindyo@earthlink.net">randycindyo@earthlink.net</a></td>
</tr>
<tr>
<td>Webmaster</td>
<td>Diane Rindt</td>
<td><a href="mailto:drindt5953@hotmail.com">drindt5953@hotmail.com</a></td>
</tr>
<tr>
<td>New Member Coordinator</td>
<td>Bill McReaken</td>
<td><a href="mailto:mgb1969@msn.com">mgb1969@msn.com</a></td>
</tr>
<tr>
<td>InterMarque Representative</td>
<td>James Pennoyer</td>
<td><a href="mailto:mgadriven@yahoo.com">mgadriven@yahoo.com</a></td>
</tr>
<tr>
<td>Tech Session Coordinator</td>
<td>Dave Braun</td>
<td><a href="mailto:dave@dbraun99.com">dave@dbraun99.com</a></td>
</tr>
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The Minnesota MG Group was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of the MG cars. MG car ownership is not necessary to be a member of the Minnesota MG Group. Correspondence can be addressed to: Minnesota MG Group - 16450 Kangaroo St. NW, Ramsey, MN 55303.

Visit us on the web at: www.minnesotamg.org

The MMGG Gazette welcomes all articles, features and letters. Please submit as text in an E-mail, or attach a pdf if no editing will be required. All articles, features and letters will be subject to editing but all efforts will be made not to change the meaning of the submitted document. Please submit articles for publication in the Gazette by the 15th of the month to minnesotamggroup@me.com.
Dear MMGG Members:

The MMGG Annual Business Meeting on 6 Nov (Saturday) at 10 a.m. at the Square Peg in Mpls., will include the election of new officers. All MMGG Executive Board positions are up for election or re-election. Officers may only serve two consecutive terms in the same position. Our current President, Vice President and Secretary have completed 2 terms. The other officers have only served 1 two year term.

According to the MMGG Constitution and By-Laws the following positions are considered Executive Board members, and are elected positions.

President
Vice President
Secretary
Treasurer
Past President (not really up for election as this is more of an automatic change in position, but is a Board Member.)
Editor
Web Master
Regalia Coordinator

The following persons have volunteered to run for the following positions.

President - Bob Jensen
Vice President - Steve Greenway
Secretary - No nominee/volunteer at this time
Treasurer - Joan Petroff (John Petroff assisting) INCUMBENT
Past President - Dick Wallrich (not really up for election, this is an automatic change in position)
Editor - Bob (Andy) Anderson (Ruth Marston assisting) INCUMBENT
Web Master - Al Kelsey
Regalia Coordinator - Cindy O'Brien INCUMBENT (who will run for re-election, but would like someone to come forward to train for eventual replacement)

If anyone wishes to also be listed as running for the above positions please contact Dawn Williams (williamsd@emerge.mn.org). Nominations will be taken from the floor during the Business Meeting.

I wish to stress that at present we do not have anyone that has offered to run for the position of MMGG Secretary. The primary duties of the Secretary are to serve on the Executive Board and to keep minutes of business meetings, and to make those minutes available for publication in the Gazette. We need someone to volunteer to run for this position.

Also at the Annual Business Meeting is the annual brain storming for next year’s events. This is actually a BIG part of the meeting. This is when we develop the MMGG Calendar of Events for 2011. So bring your volunteering and organizing selves to the meeting, as well as your calendars and day-timers.

Andy
Editor MMGG Gazette

Visit us on the web at: www.minnesotamg.org
From the Garage

Dave Braun,
Tech Coordinator

I want to thank Jim Gevay (relays) and Andy Anderson (front suspension) for providing excellent technical insights in last month's Gazette. Articles on Tech are welcome from all members and I hope that if you have a project going you will consider sharing them with the MMGG.

Today I'm going to try to get my 1952 MG TD Tommy stored for the winter non-driving season. The oil is changed, the interior and exterior clean, and I have the Irish Spring soap and dryer sheets set aside to ward off the rodents. We had a pretty good run this year. The 2700 miles around the Great Lakes was 'Great'; we attended a lot of club events; and we won another trophy at the GOF. During the past year we also added a new anti-sway bar; a fuel pump rebuild; replaced some door hinge shims after the Great Lakes run and fixed a major carburetor leak when a rubber gasket system failed. So all in all, it was a pretty fun year. But I can tell the constant driving is wearing on him. He no longer looks like a concours restoration. He has paint chips here and there, a scratch on his bumper over rider, and I still have a nasty leak at the front lip seal where I probably should have gone with the more forgiving asbestos rope seal at the crankshaft opening. You see, a lip seal needs to be perfectly concentric with the protruding shaft, and obviously, mine isn't! But of greater concern is the gearbox whine in first and reverse. It is a pulsing growl that sounds suspiciously like a missing tooth, and while always present to a certain extent, the growl suddenly got very loud during the T Registers' Hare and Hound Rally. I know that removing the gearbox is in my near future and I have the option of pulling the engine while in the process, which I think I will do to address the minor oil leaks. Ah yes, MG ownership, the gift that keeps on giving! Seriously, I enjoy this stuff and I'm looking forward to the projects.

So with all that in front of me, why am I talking about storing Tommy instead of taking him apart? Well this article is called 'From the Garage' and as I've stated before the garage at home is a bit underwhelming as a workspace. With no heat last winter Diane's MGB 'Maggie's' wire wheel installation couldn't advance. This summer, with Tommy and a workbench for my carburetor projects in the garage next to Maggie the project remained stalled for lack of space. The wire wheel conversion on Maggie is turning into a full suspension and brake rebuild, and she needs a new top and windshield, so I think we are heading for a paint job. I also worked on two MG TDs, three MGAs and two MGBs in my garage this summer. Well actually, some of that work was done in the driveway! You get the picture.

An under performing garage is not useful now or anytime.

Tommy will get stored a month early to make it easier to renovate the garage. The renovation isn't adding any space, although that may come in the future. Nope, this renovation is all about insulation in the ceiling, drywall and a decent heater. To date, I've rented a storage unit to hold all the inefficient shelving and boxes I had scattered in the garage. Mike Speidel and I emptied the garage and ran over to Menards for some lumber to back up the drywall.
heat and vent parts; 22 sheets of drywall; and the insulation. Because I use the upper area to store some ‘needful’ future MG parts, I can only use the 3\(\frac{1}{2}\) inch batt insulation, however that should be enough for our needs. I’ve installed the roof vents (and I can tell you I hate 8 pitched roofs because while I’m up there I feel like my next stop is the hospital) and the eaves already have the ventilation grids built into them. The new wood backing is in place and the plastic vapor barrier is pretty much reinstated after last summer’s electrical build out when the garage went from half an outlet to 10 outlets and additional lighting.

Last night I disconnected the unused dryer gas line from the laundry room in preparation of plumbing the gas line for the heater. The heater is a 45,000 BTU unit with an output of about 37,000 so a \(\frac{1}{2}\) inch gas line with a run of 37 feet will be plenty. It is the typical Mr. Heater or Hot Dawg design, and can be installed within an inch of the ceiling. The direct vent is fine for a garage type area, but wouldn’t be so good for a wood shop because of the combustible materials in the air as sawdust flies. However it is convertible to both power vent and outside air intake, so there is some flexibility if needed. The flue will run horizontally with a slight down run because the installation is in the corner and with an 8 pitch roof it would require too much of a vertical chimney. I’ll also provide an isolated circuit for electricity (although the power requirements are minimal) and put the thermostat over by the service door to the house.

The fireproof dry wall was already installed by code decades ago and before painting will need mudding and then a good layer of Kilz to hide the stains. Everything else will be new dry wall with a wood access panel here and there. I worked out the quantities needed on the AutoCad system I have for my aviation gig so I’m pretty sure I have the bases covered. The only real question is whether heating the garage will really give me the workspace I need if I simply try to jam everything back into the garage AND add some of the functionality I need such as my sandblast cabinet, welding equipment from the hanger in Buffalo, and compressor. The answer to that question is unequivocally yes.

Mike and Betsy Speidel have come through with some old cabinetry and there are some excellent strategies being brought forward regarding just how deep shelving needs to be and just what a workbench has to have to be effective. I’ve collected paint samples from my son (he does the HGTV thing of putting splotches on a wall to select paint, and had a dozen or so quarts of left over samples) and I want to use these samples randomly on the cabinets and shelves. I’m being sort of pressured to forego that decorating scheme in favor of something more conventional. I’m resisting this advice, trying to let my inner Martha Stewart out.

I live with the Queen of Organizational Effectiveness so I need to let go of my notions of what my larger garages have looked like in the past, and allow her to use her creativity to shoehorn storage in a minimal area. Last night she showed up with everything required to reorganize the pantry closet. I was delegated to chief assembler as she worked her magic. I’m excited and filled with trepidation at the same time about the organizational plan for the garage because I have trouble ‘letting go’ in situations like this. But the truth is that Diane is most often dead-on regarding her space utilization, and I’m looking forward to seeing how it turns out.

This January, we will have the annual Tech Session planning meeting at the Square Peg. Last year I gave away an excess of rolling carts that no longer were suitable for the downsized garage. This year I bet I’ll have some really nice, lightly used shelving units to dispose of as door prizes. Kind of makes you want to come over to the Tech Session planning meeting and help us out, doesn’t it? Bring your truck. I’m looking forward to seeing you there, and at the annual meeting this month.

Safety Fast!

Visit us on the web at: www.minnesotamg.org
Editor's Notes: Technical Adventures - Continued!

Well I am not quite sure how to properly word all of this month's MGB repair activities, as I do not intend to scare off prospective MG enthusiasts; or maybe I should. Be Warned – This Could Happen To You!

The harsh realities of MG ownership continue to poke holes in my wallet. Maybe what I need to do is poke holes in my credit cards and nip this continued financial drain. Let's just start by my publicly admitting that I came very near to – Losing the Faith!

Last month I had discovered the very worn right side A-Arms and corresponding worn parts, evidenced by the photos I posted – that showed I was indeed driving on a wing and a prayer, as the steering appeared to have been held together primarily by good intentions. Completing that repair had me in a mood of semi-indestructibility.

So now we fast forward to the other day when I was enjoying a nice sunny drive and slowly coming up to a stop light. In my mood of “all is right with the world” I was abruptly shaken back to reality when I depressed the clutch pedal and heard and felt the impending drain on my wallet. The throwout bearing went into total self destruct mode. Of course I did not know at that instant that the throwout bearing had actually exploded, after all how can a part that small make a sound equivalent to all the pistons blowing out the side of the block and feel like the transmission had folded back onto the rear axle.

I used the starter in 1st gear to slowly “crank” the car around the corner, put the car in neutral and coasted down the hill to a secure out of traffic location to await a tow truck. Thank goodness I listened to Mr. Moerke and Mr. Jensen and had switched to Hagerty insurance. I had my B towed from near the Capitol in St. Paul to Bob’s (Jensen) Auto Repair in Stillwater, where we instantly set to pulling the engine. It is interesting how one discovers all sorts of other repair needs while pulling an engine – like bolts instead of studs in the exhaust header, wafer thin donuts in the exhaust header flanges, a rusted solenoid on the starter, numerous wire ends that fall off instead of disconnect.

It is also interesting just how many pieces a ceramic throw-out bearing can break into.

Following the engine removal we inspected and saw that the clutch itself was a layer of dust away from needing to be replaced anyway, and we decided to replace the arms, pins, sleeves, bushings, servo hose, or just about any other associated parts to the clutch that showed signs of wear. I should point out that besides having some mechanical knowledge of just what all is involved in these repairs, it is quite useful for one to also have a working knowledge concerning the difference in shape of say a donut and an egg. Next time at breakfast you may wish to more closely observe these objects. Anything that should look like a donut, but now more closely resembles an egg shape – should be replaced. Unfortunately this can add to that continued drain on the wallet, but we all know too many eggs are bad for our diet.

So a few hundred dollars later for parts, the adventure of reinstalling the engine begins; which is soon followed by the discovery of more repairs that are needed, which again means more drains on one's wallet. There is nothing like having an engine and all the associated parts out of the car, in good light to notice things, and Bob J has a lot of lights! This is when one discovers the crack in the exhaust header, and the soldered shut air vent in one of the carburetor butterflies, or a motor mount that is separating. Oh, and the slightly bent radiator fan and leaky water pump.

Remember the ole’ saying “Necessity is the Mother of Invention” – well all these repairs would have been necessary at some time to avoid more roadside time, and we know our mothers never wanted us hanging around streets, so it’s all for the best; I suppose!

So the repairs are done, the parts replaced, the engine is back in, engine runs and transmission shifts smoothly, even into Reverse; which is the true test of how well the clutch is working.

You’d think I’d be happy!

Unfortunately, other repairs were noticed that were not attended to yet like the left side steering arm boot that leaks, the left side A-Arm fulcrum pin kit install (just to make sure it is as solid as the newly installed right side), low compression in one cylinder, but it sure does run more quietly and shift more smoothly.

My planned annual budget for parts is in the $500 range. I usually exceed it slightly each year, but this year I’m approaching three times my budget for just parts. Sadly, there are more repairs to come, and we all know what the body of my B looks like – I’m still hoping to have all the mechanical done before I need to start on the body! Yeah, this is wishful thinking.

The harsh reality of this is that I can image some readers setting back with their afternoon tea, or cold beverage of choice and exclaiming – “what is he complaining about, I spent that much on chrome”, or “my paint job cost me more than that” or other such reality checks. However, for me I’ve now passed up the usual formula of 2 hours of repair for 1 hour of drive time - I think I’m approaching 4 hours of repairs for 30 minutes of drive time.

It is all my own fault though, as last month I actually put in print that my B always got me back home! I’ve cursed myself.

So to quote Red Green, “Remember, I’m pulling for ya. We’re all in this together”!

Do Miata owners go through this!

Andy
MMGG Technical Advisors
Dave Braun – Tech Coordinator
dave@dbraun99.com 612/237-0904
The following people have expressed a willingness to answer questions and offer advice about the topics below. Take them up on their offer.

**Bodywork** – Open

**Electrical** - Jeff Schlemmer 612/804-5543
jeff@advanceddistributors.com

**MGA** - Brian McCullough 651/462-0145
brian@bmcautos.com

**MGB** - Randy Byboth 952/936-9335
randycindyo@earthlink.net

**Midgets** - Brian McCullough 651/462-0145
brian@bmcautos.com

**Triple-M** - Lew Palmer 651/436-7401

**T-types** - Bob Figenskau 952/935-7909

Visit us on the web at:
www.minnesotamg.org

New Member(s)

Okay - not new, new - but with corrected info...

**David Anderson & Kris Kalenda**
10488 Spyglass Drive
Eden Prairie, MN 55347
952-946-9950
daanderson@comcast.net
1972 MGB

**Neil Anderson and Suzanne Anderson**
PO Box 458
451 Valley View Street
St. Bonifacius, MN 55375
952-237-2757
rgrlzsk8gr8@yahoo.com
1979 MGB GT

I sure hope I got these correct, this time !!!
Fish & Chips - River Falls, Wisc - 2 Oct 2010

Photos by Bob (Andy) Anderson
Fish & Chips - River Falls, Wisc - 2 Oct 2010

Photos by Simon Bosworth

Visit us on the web at: www.minnesotamg.org
Fall Colour Tour - St. Croix Falls, WI - 9 Oct 2010

Photos by Diane Rindt
Fall Colour Tour - St. Croix Falls, WI - 9 Oct 2010

Photos by Simon Bosworth
McCullough Open House - Linwood, MN - 16 Oct 2010

Photos by Bob (Andy) Anderson
Halloween @ The Jensens’ - 30 Oct 2010 - Stillwater, MN

Photos by Simon Bosworth
Halloween @ The Jensens’ - 30 Oct 2010 - Stillwater, MN

Photos by Bob (Andy) Anderson
2010 Calendar of Events (Revised 31 Jul 10)

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<tr>
<th>DATE</th>
<th>EVENTS &amp; LOCATION</th>
<th>HOSTS or CONTACTS</th>
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<tbody>
<tr>
<td>Nov 6, Sat</td>
<td>Annual Meeting</td>
<td>Several soon to be retired Executive Committee Members!</td>
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<td>10 A.M. - Noon</td>
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<td>Nov 13, Sat</td>
<td>Tech Session</td>
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<td>Dec 31, Fri</td>
<td>New Year’s Eve Party</td>
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Visit us on the web at: www.minnesotamg.org
Calendar of Events - Other Car Clubs

**Saturday Morning British Breakfast at the Square Peg Diner**
Open to all lovers of British cars. Proprietor Phil Vanner, British car owner, welcomes you. New expanded dining room too - from 8:30 a.m. to 11:00 a.m. (most people get there early). After breakfast we linger in the parking lot, weather permitting, to “show off” our cars at: **2021 East Hennepin Avenue, Minneapolis**

**East Enders Saturday Morning Breakfast**
A group of MG’ers have started a semi-monthly East Enders Breakfast group. For those MG (and any other) enthusiasts that want breakfast a little later and not drive to Minneapolis. Join us on the 1st and 3rd Saturdays each month, 9 AM at: **Sail Away Café, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.**

**Saturday Morning - All Year Round - MG Girls**
We meet the second Saturday of each month at the **Square Peg Diner.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event &amp; Location</th>
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<tr>
<td>First Sat</td>
<td>Cars &amp; Cafe 8:00 a.m. - 11:00 a.m. 8200 Audubon Road, Chanhassen, MN</td>
<td>Auto MotorPlex</td>
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<tr>
<td>Apr-Nov</td>
<td>more news coming soon!</td>
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MG2011  June 13-17, 2011

NAMMMR – NEMGTR – NAMGAR – NAMGBR - AMGCR

The North American Council of M.G. Registers presents our fourth All-Register gathering to be held at “America’s Adventure Place”

*Reno-Tahoe, Nevada*

This will be an M.G. vacation guaranteed to provide lasting memories for all in attendance! Information regarding registration, activities and hotels will be on the website in the early 4th Quarter of 2010

WWW.MG2011.COM  e-mail: MG2011INFO@AOL.COM

Headed to the 2011 All-MG Event in Reno-Taho Nevada next June?

Make it the trip of a lifetime by participating in a historic drive across the heartland of America with fellow M.G. enthusiasts. For more information on this great Western Adventure, please visit: www.RallyeToReno.com

*Safety Fast!*
MINNESOTA MG REGALIA

Shirts in various styles and colors with custom-embroidered Minnesota MG Logos are now available for ordering. Items can be picked up at the next Event or shipped directly to the address you specify. A Shipping & Handling fee of $5.00 will be added. Add an additional fee of $3.00 if you want your name stitched on your purchase.

To place orders contact: Cindy O’Brien randycindyo@earthlink.net

MG Girl Tank Top $12.50 each

MG Girl Patches $14.00 each

MMGG Tank Tops $12.50 each

MMGG Sweatshirts $27.00 each

MMGG POLO SHIRTS $24.00 each

**Special News Flash - MMGG Metal Grill Badges Reduced from $20 to $12, while supplies last!**

MMGG Denim Shirts (Short and Long Sleeve) $30.00 each

Short Sleeve T-Shirts $35.00 each

MG Patches $14.00 each

**There are many more options of clothing not shown here when ordering MMGG Regalia. Ask Cindy if you want to see the various styles of:**

Jackets (Summer/Fall and Winter) - Hats (Base Ball, Stocking Caps, Visors) - T-Shirts Short/Long Sleeve, Tank Tops - Denim, Polo, Dress Shirts - Sweat Shirts Plain/ Hooded, Pullover/Zipper
Wooden MG Necklaces & Earrings

I sell MG Necklaces and Earrings that are made out of wood and the "MG" letters are cut out with a scroll saw. I sell the necklaces for $10 and earrings for $7. I added different colors of beads and all the necklaces are adjustable.

Rae (Mars) Michaelson - 651-494-4787 - rmmars@aol.com

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**SU Carburetor Rebuilds**

SU Carburetors work best when in Tip Top condition. We will rebuild your carburetors paying special attention to throttle shafts, butterflies, floats, dampers and jet assemblies. Speedy turn-around, responsive communication, guaranteed work. H, HS and HIF carburetor services are offered.

For a quote please email dave@dbraun99.com or visit www.dbraun99.com

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**Tailight Replacement Option**

Steve Kolseth (1979 MGB) has noticed that the MG tail lights are not very visible, and is addressing this problem with a possible solution - an LED tailight replacement set.

http://www.youtube.com/watch?v=TsZS65-ROI8

For information about the light and an introductory discount to all British Car Club Members - Call or e-mail for details.


or

Steve Kolseth - 541-619-8335

steve@classicautoleds.com

---

**More on LED Lights**

We have been selling these units for a few months on our website. I have gone through quite a bit of information, purchased all types of bulbs and L.E.D.s to find the best value for the dollar: safety, longevity, output, tax on the wiring system, switch life (longevity) and quite a bit more. What I found was the units we sell is the best for the price. There are plenty out there that are dim that are considered bright, tax the wiring, generate heat and damage lenses and so on.

While I'm writing on these, I need to mention our youtube videos which some MMGG members may be very interested to see. We spent quite some time building a few informational videos regarding the tail lamps. The best video to watch is our comparative video located here:

http://www.youtube.com/watch?v=y_sLep6kgE8

If anyone is interested in them, I keep sets in stock and would be glad to discuss the various types of lights and even where they can purchase the units that we tried in comparison.

Brian McCullough

---

**For Sale**

Monza Free-Flow Exhaust System: includes new front pipe (Moss Motors) - 62-74 1/2 only MGB. Used 2000 miles $730.

73 Exhaust Manifold - $20.

1979 D. Gottlieb & Co. James Bond 007 pinball machine, good condition Value $600, Asking $800, will deliver.

Keith Pryor - 651.433.1366

---

**Storage Space for Rent**

New building with scrubbed floors in a fenced area. Someone is working in the office 8 hours a day. $200 for season from late Oct to mid Apr. Can fit 25 cars. 1775 Industrial Blvd., Stillwater, MN (old Crashed Toys building) Mention MMGG for this discount price. Mark Schlenker 651.338.2376 for information. Joe @ 612.860.4627 to reserve a spot.
Introducing our second location!

We have just expanded our room and now offer British Car Storage at our new location North of Forest Lake between Wyoming, MN and East Bethel. We will remain in the shop most are familiar with but in order to serve our clients better, we have decided to offer the expanded facilities. Save yourself a Costly tow in spring and store your car with BMC this winter and we will start your car for it’s spring awakening ready it for your pickup.

Whether you require winter maintenance and need your car in an accessible location or simply need storage, contact Brian for Reservations and further information.

brian@bmcautos.com  Ring: 651.400.0145

R&C Detailing, LLC

Bob Enfield
cynbad87@q.com

4052 Mica Trail Office 651.681.804
Eagan, MN 55122 Cell 952.220.577

Bob Enfield is a professional buffer & detailing for Barrett Jackson Auctions.

FREE - 8 (eight) 48 spoke 15 X 4 painted wires suitable for MGA, various Triumph, Healey and other British marques.

Joe Stanoch
612-669-7465
E-mail: jstanoch@yahoo.com
For Sale or Wanted & Miscellaneous

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 are 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 Bob (Andy) Anderson, 1316 Martha St N, Stillwater, MN 55082 or MinnesotaMGGroup@me.com. Make checks payable to the MMGG. If you are a member, please indicate this when placing the ad or notice and provide a full name so information can be verified.

Quality Coaches, Inc.
Call Mark @ Quality Coach Inc. on his cell phone at 612-306-0044

1960 MGA White, Older Restoration, Call for more information
1962 Midget, MK I Green. Mag wheels with a 1275 engine, 5 speed trans. This is a distressed sale. $5,500
1974 MGB Orange w/rostyle wheels, runs and drives, needs work $4,995
1979 MGB White with rostyle wheels, needs TLC, runs, did lots of mechanical work $3,500
1980 MGB LE Black beige interior, new fuel pump, factory air, looks like original paint, good runner $8,995

Wanted: Motorcycle tow behind type pop-up camper. Contact Ken Merrill 651.455.5681

1974 MGB Roadster For Sale: Original owner – 93,000 miles – 4 speed non-OD – Butterscotch exterior, brown/biscuit interior, black convertible top, roll bar – 8 spoke alloy wheels (original wheels available) – Total engine rebuild, clutch replaced, rear springs replaced around 79,000 – shocks replaced apx. 1 year ago – right front fender replaced, a left front fender is available – floor pans previously replaced – good exhaust – chrome bumper w/large big rubber bumper guards. $10,500 or BO. Steve @ 218.727.5911 for more information.

1978 MGB For Sale: 49,000 miles with factory wire wheels and new convertible top. The MG runs and drives, has no mechanical issues, tires are good, no rust, no cracked windshield, have driver's handbook, needs carpet and the driver's seat does not lock into position properly. $3,500.00 or best offer. Call Brenda @ 320-366-3861 for more information.

New and Refurbished MGB Parts For Sale:
MGB Windshield - MGB Roadster windshield with new chrome plating on the frame, new Moss Triplex tinted glass and new seals. All assembled - $950.00
MGB Windshield - MGB Roadster windshield with refurbished frame with new Moss tinted glass and new seals. All assembled - $480.00
MG Midget Windshield Frame - MG Midget windshield frame with New Chrome Plating and new post retainers - $550.00
MGB-GT Windshield Wiper Arms - Black - $20.00 ea.
MGB Wood Veneer Trim Set - center console and glove box door - MGB '72-'76 - Cherry or Walnut Wood - $110.00, Ash or Oak Wood $95.00
MGB Seat Set - Professionally installed new custom upholstery over refurbished frames, new foam and new seat webbing - plus new Teardrop style head rests. Black with Red piping. Complete and ready for installation - $125.00
MGB Rear Bumper - New rear bumper, '70-'74 MGB style, complete with all new brackets and new over riders/bumper guards - $200.00
MGB Brake Pipe Set - New copper-nickel set for '68- early '74 MGB - $ 64.00

Please Contact Roger Olson at 763-420-8159 or cell 612-963-1137 - www.rljlolson@embarqmail.com.

MMGG will not sell your information or share it with third parties for marketing or other purposes. The MMGG Gazette welcomes all articles, features and letters. Please submit as text documents. All articles, features and letters will be subject to editing but all efforts will be made not to change the meaning of the submitted document. Please submit articles for publication in the Gazette by the 15th of the month to minnesotamggroup@me.com or robtwander1@juno.com.

PAGE 21
Some MMGG members have already learned and have acquired the Bug-Be-Gone from Gary Laabs. Well Gary appears to have moved into mass production at some level, as he now is offering the screens for sale to MMGG members. Don't ya' just love those inventors in the club!

**BUG BE GONE**

![Bug Be Gone Image]

Here is the way to catch the bugs and keep the radiator clean !!!!
The screen that can easily installed no drilling required !!!!
Simple to clean wash with water or brush !!!!
$19.95

Contact: Gary Laabs
garylaabs1@juno.com
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gary12@centurylink.net
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Minnesota MG Group Membership Form

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 the spring Kick Off Brunch - March 2010. 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, renew or change your membership. Please complete this form and include a check for $35 (or $30 if paying by Spring Kick-off Brunch).

☐ Check Box if you **DO NOT** want your name, address, phone number and email information available in an MMGG Members’ Roster

☐ Check Box if you **DO** want your name, address, phone number and email information available in an MMGG Members’ Roster

*Not indicating a preference will result in your information being added to the roster.*

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Mail to: Minnesota MG Group c/o Joan Petroff, 5017 Kingsdale Drive, Bloomington, MN 55437 - jpetroff@visi.com

New    Renewal    Changes    (Circle one)

Name ___________________________ Spouse/Partner Name ___________________________
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