



GAZETTE

Visit us on the web at: <http://mn-mggroup.org>

Upcoming Events

DATE	EVENT	LOCATION
April 1-2	John Twist Tech Session	Quality Coaches
April 8	Spring Kick-off Brunch	Embassy Suites Bloomington
April 22	Midwest MotorSports	Dan Iburg
May 6 (Drive your MG Day)	Cars & Coffee - AutoMotorPlex	Gene Cooper



ANNUAL **SPRING KICK-OFF**

Saturday April 8, 2017

Celebrate the beginning of the driving season!

Embassy Suites
 2800 American Boulevard West
 Bloomington, Minnesota, 55431

Socialize 10:00am – 11:00am
Brunch at 11:00am

\$18.00 Per Person, pay at the door. Please make reservation with
 Diane Rindt at drindt4271@yahoo.com or 715-379-6001
by April 1st



Safety first!  **Drive your car that day and have your name go in for a special drawing!**  *Safety first!*

**Minnesota MG Group Officers
Executive Board**

Name & Title	Phone Number	E-mail Address
President – Gene Cooper	612-310-1167	mgbcraz@gmail.com
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Minnesota MG Group Coordinators & Representatives

Name & Title	Phone Number	E-mail Address
New Member Coordinator- Jon Bergquist	952-758-6070	jonbergquist1116@gmail.com
InterMarque Rep. - James Pennoyer	763-536-5472	mgadriven@yahoo.com
Tech Session Coordinator		OPEN
Minnesota MG Girls - Elena Biessener	651-337-0681	elen2b0916@comcast.net

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 – 15625 Woodland Circle NW, Prior Lake, MN 55372.

Advice from the Easter Bunny

Don't put all your eggs in one basket
 Walk softly and carry a big carrot
 Everyone needs a friend who is all ears
 There's no such thing as too much candy
 All work and no play can make you a basket case
 A cute little tail attracts a lot of attention
 Everyone is entitled to a bad hare day
 Let happy thoughts multiply like rabbits
 Some body parts should be floppy
 Keep your paws off other people's jelly beans
 Good things come in small sugarcoated packages
 The grass is always greener in someone else's basket
 An Easter bonnet can tame even the wildest hare
 To show your true colors you must come out of your shell
 The best things in life are still sweet and gooey



Courtesy of Linda Knoblock-Raupp MG Car Club- Florida

Thoughts from the Boss!



Greetings and salutations!

First let me thank and congratulate members John & Joan Petroff for a wonderfully successful event, the Boot & Bonnet Pub Party. The evening filled all with the promises of a jam-packed driving season for this year. From Sheppard's Pie to oven fresh Pizza finished with a table full of desserts it's for sure no one went home hungry.

I hope at least some of you braved the 50-60-degree weather we had to drive or visit your MG. I had the opportunity to drive a few of our MG's. And there is nothing like a quick drive to be reminded about some deferred maintenance. You know, that loose heater valve control cable. Secured and adjusted. Then finding the late model 2 speed blowers on strike. Found a connector that needed cleaning and reseated the hoses on the heater matrix. Hint here, don't push the hoses tight against the heater core box. Once that was done it made the MG drive to the club meeting most enjoyable! Don't let our March snow get you down. Have no fear, Spring is nearly here!

Well, on to our first 2017 club meeting. We discussed the upcoming year and events that are planned so far. As always the focus is on what we do as a club to serve members. Drive your car and enjoy it with summer events offering a great variety of drives. Right around the corner are 2 upcoming events you don't want to miss.

First is our **kick-of brunch**. This is our first big get together for many club members. If you have not yet confirmed your attendance to the event sponsors drop them a line or email right now. Make reservations with our hosts for this event, Jennie Anderson and Diane Rindt, drindt4271@yahoo.com or 715-379-6001. A valid head count is important to ensure the hotel sets up the room properly.

Speaking of head counts, have you paid your dues yet? The treasurer reported many folks have yet to pay their dues. Now is the time to renew before the price increase. Heck, why not just pay for 2 years while you are at it!

Another new feature!! We have added a new selection on our club web page. Take the time to send Jim Gevay your favorite picture of your MG.

<http://mn-mggroup.org/members-cars-2>

In May we will have 2 events to meet with fellow members. On the first Saturday, May 6th, which is also drive you MGA (British car) day, we will be attending the **Cars and Coffee open house at the AutomotorPlex** 8150 Audubon Rd, Chanhassen, MN 55317. This sold-out campus is 146 garage condominiums owned by excited motorsports enthusiasts. Some of these folks take storing their cars and "the garage" to a whole new level. Parking is limited and you need to arrive early for the 8-11am event to keep your street parking stroll to a minimum. We are planning on visiting a basic suite for a place to rest or have a refreshment. I've googled some links for those that might want to take a look. We will meet at the Caribou Coffee, 800 W 78th St, Chanhassen, MN 55317 planning on leaving the parking lot about 7:30am. Our short drive will take us past Paisley Park Records, Prince's extraordinary private estate and production complex. Lots of times available to stop on your way home if you book online today! NO tickets sold on-site.

The AutoMotorPlex

<http://www.automotorplex.com/>

<https://www.youtube.com/watch?v=ryJi0HaFJHg>

Cars And Coffee MN

<http://www.mncandc.com/event-information/>

<https://www.facebook.com/MN-Cars-And-Coffee-200683623301119/>

Next is the Intermarque Kick-off Saturday, May 13 at 9 AM - 3 P, in downtown Osseo. This event, the 25th anniversary vintage foreign car show, is rain or shine so plan accordingly. We should plan on arriving as a group to try to keep club members

close to each other. Car placement starts at 9am. Plan on meeting at Perkins, 8585 Aspen Lane N, Brooklyn Park, MN 55445 to leave their parking lot at 8:30am. Also, consider leaving your spare tyre at home and come with an empty boot. Osseo's Citywide Garage Sale will also be this weekend if you can't pass up a deal!

<http://www.intermarque.org/imm.kickoff.html>

Cheers and Hope to see you on the road!

VP's Corner



Today is Sunday and last night we changed our clocks for daylight savings, a true sign of spring.

Last Thursday we had our first officer's meeting at Dicks Bar since the MMGG election. When Steve and I arrived we received a warm welcome from the members that were there. Ten brave souls came to the meeting, Gene Cooper, Berkley Fogelsonger, Bob (Andy) Anderson, Sue and Steve Greenway, Alan and Jen Anderson, Jim Gevay, Steve and myself. Bob Jensen and Tom Belongia were there too but they had to leave before the meeting started. Elena Biessener (our secretary) wasn't able to attend therefore no one was really taking notes. Here's a list of some of the topics we discussed.

Signing in at Events

For those of you who have been members for many years, you will remember we used to hand out MG bucks at club events. During the meeting, I mentioned I missed the MG bucks and in discussing decided on having members sign in at MMGG events. This will alleviate having to print and hand out the MG bucks but members can still get credit for attending. From now on if Gene Cooper or I are at the event we'll have a clipboard to pass around and if we aren't able to attend we'll

be sure to designate someone in the club help us out. I will keep track of the list and at the MMGG Holiday Party every year we will have special recognition to those who attended the most events. So be sure to mark your calendars for the Holiday Party (January 13th 2018) to see what and who will be awarded!

Members and Their Car

Jim Gevay is our club Webmaster. He has added a new page to the MMGG website for MMGG *Members and Their Car*. If you have a nice photo of your car or better yet, one of you with your car, send it to Jim at jgevay@msn.com so he can add it to the new page. As some of you know I like to take pictures of folks and their car. In my spare time, I will look in my archives, when I find a photo worthy of being posted I'll email whomever and copy Jim with the photo asking for your approval. Upon approval, Jim will add the photo to the website.

New MMGG Members Column

In the past we have had a column in the newsletter introducing new members to the club. We would like to do that again. I'll do it in the form of an email asking new members to write a little introduction about themselves and their car, including a photo. It will be up to the new members to decide how much or how little they write. It's just a nice way to get to know them and identify them at the first events they attend. We want to be sure to make all new members feel welcome in MMGG family. For those of you who just recently joined the club don't be surprised if you get an email from me about this. And for all MMGG members' that have never submitted a column for the newsletter, we are always looking for new stories to read. All you have to do is email it to Sue smgreenway1@gmail.com

Update on The Kick Off Brunch

Jen Anderson and I have been checking off items on our “do list” for the Kick Off Brunch to be held on April 8th. We have our door prizes lined up, decorations for the room, regalia ordered and entertainment in the making. The registrations have been coming in but I want to encourage you all to send me an email ASAP (if you haven’t already) to let me know you’ll be attending. Registration deadline is April 1st and I’m assuming you will get this newsletter before or on April 1st.

We did discuss other topics at the meeting and I’m sure Gene will cover some of them in his column.

On to a different topic: I’m pretty excited to share with you some news on my MGB. Before I cut to the chase I must fill you in on my thoughts. Since I purchased my 71 MGB I’ve always wanted to get the body fixed and get it repainted. I’m the second owner of my car and it has the original paint. In some places, there is void of paint and the rocker panels have bubbling, there’s also dent on the passenger rear panel from 1971 from the original owner. Not to mention the scratches, dings and little imperfections throughout the car. I’ve often thought it would be fun if Steve and I could do this together, disassemble the car and send it out to be painted. Being I’m not a mechanic I wouldn’t attempt this by myself, even if I could figure out how to disassemble everything I sure as hell wouldn’t be able to put it back together!

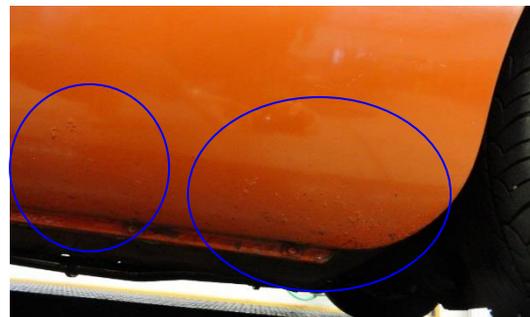
This March there was an opening in the shop and Steve asked me if I’d like to have Luke start tearing my car down so we could get it painted. I jumped at the chance! (I wanted to be there to learn and help but if I wanted this to happen I had to let go of that idea.) And boy I’m glad I did, Luke had my car ready to go in two days. The paint shop doesn’t have room for it until the end of the month but it will be back at *Eau Claire*

British Car in April to be reassembled. I took some photos so you can see what it looks like now. The interior needs to be replaced too as all but the steering wheel is original. The carpet is literally falling apart.

First thing I notice was it looks like I didn’t wash the car before we parked it for the winter. **It’s not true, I swear!** These photos show you all the dirt that collects underneath the chrome and parts that your scrubbing doesn’t reach. Yikes!



(All lights and chrome removed from body.)



(Bubbling on passenger side front rocker panel)



(Bubbling on passenger side rear rocker panel)



(Bubbling on driver side front rocker panel)



(Bubbling on driver side rear rocker panel)



(Passenger side rear fender dent from 1971)



(Interior with seats and carpet removed. Rubber mats and foam yet to be taken out.)



(Interior tunnel cover, this should be black in color - it's so faded and brittle.)



(Interior back shelf carpet, same poor condition as tunnel cover.)

The boot has never had carpet and I'm planning on purchasing the kit to carpet the trunk.



Well that's my news for this month, we plan to have the car back together by the *InterMarque* car show in May. I can't wait! Pray for sunshine on May 13th.

I hope some of you made it to the tech session with John Twist at *Quality Coaches*, April 1st and 2nd. And don't forget the upcoming open house at *Midwest Motor Sports* on the 22nd of April.

See you at the Kick Off Brunch, April 8th.

Diane



BLACKHAWK!

Courtesy of Eileen Wetzell, MN Austin Healey Group

Ask any child what one of their favorite days of summer would be and I am sure the answer would be the 4th of July. Parades, ice cream, games, and of course, the fireworks, what's not to love. As is with most holidays, the gathering of friends is what makes them special. The event this year at Blackhawk boasted many of the traditions that make that midsummer holiday so great as well as playing host to several truly exceptional people I feel lucky to call my friends. The Midwest AH Club, in concert with the Alpha Romeo club, has been hosting a track day at Blackhawk Farm in Illinois for the past number of years. This year track day was July 1st. My husband, Gary, and I loaded up our Healey on a perfect, Thursday afternoon and met up with club member Scott McQueen to embark on our journey together. First stop gas station. As will happen with these beautiful classic machines, Scott's Triumph GT6 did not want to cooperate, a tendency that it must have picked up from a previous owner. After gazing longingly into the engine compartment, whispering sweet nothings, and giving a tickle in just the right place, we were up and running. There is something about driving with the top down on a summer day that no words can adequately describe; feeling the road beneath you, smelling the sweet summer air, watching the other drivers on the road gawk at your beautiful car with the occasional toot of the horn that indicates one thing. At that moment, they wish they were you.

The journey to Blackhawk from the Twin Cities affords the opportunity to traverse the drift-less area of the Midwest, following the Mississippi south thru Minnesota into Iowa then heading east across the border into Wisconsin. Upon crossing into Wisconsin, the determination was made that to truly make the most of this journey; ice cream would most certainly be required. Upon departure from the purveyor of these cold delicious treats once again the GT6 was proving difficult. The soft whispers and gentle tickles that had proved effective earlier this time had no effect. The GT6 required a less graceful mode of coaxing. The tow rope dragged the car along just long enough for it to fire before the tow rope suddenly snapped. We departed from our route embarking on a mission to find an auto parts store to get a new battery for the GT6. While the entire trip took a good bit longer than expected, a couple of new restaurants were stumbled upon that will be added to the pit stop list for years to come. It also turns out Scott has got quite a knack for finding those long winding roads we love to drive so much. Hiccups were had but ultimately good friends, great attitudes, and beautiful machines prevailed.

Friday morning arrived, with butterflies fluttering in my stomach. We headed to registration, got our transponder, prepped our cars and headed to the tech inspections bays. It was a beautiful day. It was race day. Following a brief drivers meeting informing drivers of the rules of the day, we were off to the track.

It's as if time doesn't exist when you're on the track. Twenty minutes seems like an eternity and an eternity seems like a minute. Speeding around the course drawing from all your instincts, experiences and listening to your machine as it communicates to you the limitations you are bound by. Each time around corners get tighter, handwork improves and time shrinks as you dance with the pavement beneath you. As you push the limitations of your machine you also look to push constricts of the track, while always considering the other drivers. Ignoring the blend line, black flagged. In a real race that could be devastating. Two laps later another black flag. This time the flag was given for passing on a corner. These

were rules that had been determined at the meeting. Black flags call you to the pits for a serious talking to. We learn from mistakes and those mistakes help us understand our limitations. Fatigue is an interesting thing; your mind slows and along with it your decisiveness. Indecision resulted in the second black flag as the moment in which I was determining whether to make the pass ultimately resulted in the infraction. Now a brief public service announcement: Please exercise safe and decisive driving always on a track or otherwise. Putting the safety of yourself, your machine, or others in jeopardy at any time is totally un-cool and should be avoided whenever possible.

Scott and his temperamental GT6 entered the last session of the day with mildly concerning brake issues. Determined not to push the car too hard Scott decided to “take it easy” as to not impose any undue stress on his machine. Much to his delight the GT6 responded to his kind hand by turning in the best times of his day, proving that the relationship between car and driver is just that, a relationship.

Cars were raced, good company was had. Having done what we had set out to do it was time to embark on the journey home. Along the way home we had the pleasure of stopping in Mineral Point, WI. It was a beautiful town with great food, plenty of entertainment and stunning historical architecture. Whether you attend annually or intend on attending in years to come put Mineral Point on your pit stop list.

Thank you to the Midwest AHC and everyone who attended as it made for a truly marvelous experience. To those of you who did not attend, get your day planners out and put it in the calendar for 2017. Your exceptional company will make for an even more exceptional experience in years to come.



The “MG”-

A brief history and basic introduction
to the 3 C’s:

The Company, the Cars and the Culture.

Compiled by Reuben Tang

Part II:

In the last issue, we dealt with the The MG Car Company: Background & Culture of Racing and Competition. In this issue we will deal with the cars that made their impact on the motoring world in the immediate post-WW2 period: The TC; TD & TF with its stablemate the new Magnette.

The MG TC:

Just weeks after the war ended, MG launched the TC. This “MG TC” sports car came to be loved by its enthusiastic owners across the world, for its affordable, light, lively and responsive performance for its day, once you learned to handle its idiosyncrasies. In reality, with no time to start a new car development, the TC was a TB with body and cosmetic tweaking, still very much a pre-war automobile, but the war was ended and the car-mad world was eager for motoring that spelled freedom. A small open sports car was just what the doctor ordered! And the TC was exactly that!



American servicemen returning to the USA took a TC home

The TC was driven, posed, polished, raced with total and joyful abandon, excelling on flat and at hill climbs.... and exported! American servicemen returning to the USA took a TC home with them. It is said that the MG TC with its handling and light, responsive qualities was so endearing compared to the big lumbering cars of the USA, that it inspired the creation of US sports cars, like the Corvette and the Mustang, but right then there

was the MG TC and the North American market welcomed it.

The heart of the TC was its spunky XPAG 1250cc push rod OHV engine, fed by twin SU carburetors. It was geared down to excel at hill climbs and was consequently a very busy engine on the road. The TC had a top speed of only 77 mph but with mastering the challenge of rapid downshifts of the rock- solid gearbox, skilled drivers found it was a joy to steer this light agile sports car in and out of fast curves. It attracted men such as Phil Hill and John Fitch who immediately put the TC’s into competition with remarkable success. Business was booming at MG Car Company, both in the home market and export, mainly to the USA. By the time TC production was terminated in 1949 with the launch of the MG TD, the TC production had hit 10,000, of which 2,000 were in the USA.

Of these 2000 units in the USA, MG had specially produced 493 MG TC EXU models for the US market due to the local laws requiring bumpers, flashing direction indicators and US lamp specifications for front headlamps and rear lamps. These TC EXU models were made towards the finish of TC production in 1949. Due to its rarity, these EXU cars are very highly prized and command premium prices.

The MG TD:

In England the launch of the TD was not received very well by the throngs of sports car fans who had cut their teeth on the TC which they considered the iconic embodiment of what a sports car should be. The TC’s skinny tyres and 19-inch single point centre-lock knock-on classic wire wheels had been changed to pressed steel 5-point bolted on wheels that they felt looked all wrong. The sexy cut-away leading edge of the front fenders now came way down to the WHAT is THAT?!?? BUMPERS!! Whatever NEXT?!



The MG TD came to be loved by enthusiasts for its handling.

But gradually the value of the new rack and pinion steering became obvious with its more precise handling, which, when coupled with stable pressed steel wheels enabled the driver to point the TD right where he wanted it to go, and it went. The coiled spring independent front suspension with hydraulic dampers and front wheels mounted at the end of wishbones, previously tried out on the Y type saloon for two years, were a joy to experience compared to the bone-jarring front end suspension of the TC! The new front brakes with two leading shoe setup were powerful compared to the TC settled the matter. This TD was a driver's sports car. It still had one or two drawbacks though; one of these was that the gearbox was not as solid as the TC's and did not take the abuse of hill climb competitions as well! However, with the tried and trusted XPAG engine from the TC, you could drive this TD motor as fast as the little 1250cc OHV engine could take you with confidence. And the new set of fans did just that! The popularity showed in the total number of TD's sold, 29,664 by the time they were terminated in 1953 with sales booming. MG was outselling their competitors and recognised as the world's leading sports car manufacturers in numbers sold. Competitors were HRG, Morgan, Lea Francis, Healy and Jaguar, the last two though, being much more expensive and upscale than the MG and in a different category. The latest changes incorporated in the TD was a larger clutch at 8" and minor tuning which raised output to 57bhp and was designated the TD II. It should be noted that the TD Mark II was different to the TD II. The Mk II had a compression ratio of 9.3:1 and larger SU carbs together with sturdier suspension, as compared to the TD II with standard 7.4:1 compression and smaller SU carbs. The TD Mk II was faster with increased torque but due to the additional price, relatively few were made. So, if you have a true TD Mk II, hold on to it; with only 1700 manufactured this is a relatively rare animal. Many register as having a TD Mk II but unknowingly really have a TD II.

In 1952, Nuffield merged with Austin to become the British Motor Corporation (BMC), the third largest producer of motor vehicles in the world, after GM and Ford. Sir Leonard Lord, the old nemesis of the MG Car Company Ltd under Kimber, was the head of Austin. The following year, Lord Nuffield retired and Sir Leonard Lord became head of the whole BMC conglomerate. This was bad news for the MG Car Company.

For detailed comprehensive specifications on the MG TD, check out: <http://www.mg-cars.org.uk/mgtd/> on the web.

The MG TF:

Under pressure to bring out something new, MG launched the TF at the Earls Court Motor Show in London 1953. The derision with which it was initially greeted was certainly not an encouraging sign. Apart from the more stylised and lower front radiator with headlamps blended into the front fenders it was simply the TD II dressed up differently. This was extremely frustrating for Sid Enever, now head of MG engineering who had already created the prototype EX175, (this was later to form the basis for the MGA) with a super aerodynamic body shape developed by wind tunnel testing but Sir Leonard Lord appointed head of BMC in 1952, turned down Enever's request to develop it further. They were instead given permission to provide only a face-lift to the TD and the result was the TF. The TF was pretty enough but the TD II technology was by then way out of date. Unfortunately it was at this time that Triumph brought out their TR2 with its tough Vanguard engine giving 90bhp at 4,800rpm and 25mph faster than the TF with far superior acceleration.

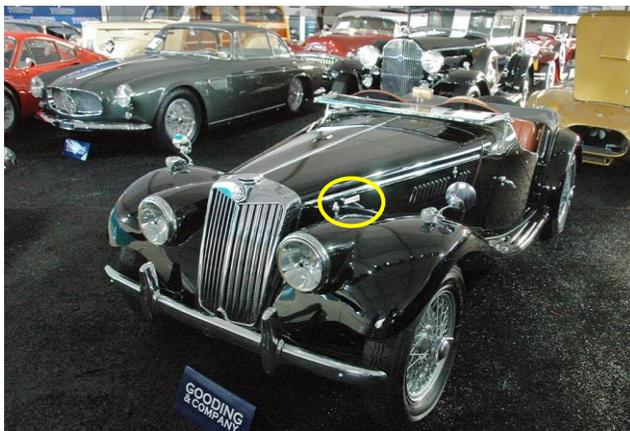
With frustration being felt by both the British and American MG enthusiasts, the new models from Triumph and Austin Healy were running circles around the TF. It was fortunate and timely that George Eyston, an old friend of MG, paid a visit to Sir Leonard Lord and using his considerable influence, convinced Lord that MG was in imminent danger of losing the sports car market in the USA. Eyston, a record-breaking MG enthusiast, competition driver and wealthy industrialist, then told Lord that as a step towards market recovery he would launch a new assault on the Class F, 1500cc world record if MG was prepared to go the distance in preparing a car capable of it. Eyston was Director of Castrol Oil at that time, and brought to the table the personal clout that the position carried, and Lord agreed.



The TF was pretty enough, but the TD II mechanics on which it was mounted in 1953 was by then way out of date.

(Note: The following pages of text contain many references to "EX....". These are Works experimental and competition project reference numbers).

A delighted Sid Enever dusted off his original experimental frame, developed during the creation of EX175 and combined it with a super streamlined shell based on wind tunnel technology, then fitted in the power unit from the TF but bored out to 1466cc together with larger twin SU carbs. This new creation was designated EX179.



MG TF 1500 with the desirable XPEG 1466cc engine in 1954/55. Note the "TF 1500" label circled above as an initial indication.

In August 1954 Eyston and US racer Ken Miles broke several long distance records in Class F, 1500cc at speeds of up to 153mph driving EX179.

All this race research would be later adapted to produce the MGA in 1956. But for the present the bored out engine would be re-introduced into the TF to give it that much needed boost from both the

added power and even more importantly the exciting image of being associated with the record breaking runs of EX179. That 1466cc engine was detuned for production and designated XPEG, replacing the now underpowered 1250cc XPAG that had served the T-Series from the TB in 1939 to the TF in 1954

The horsepower of the TF was boosted from 57.5bhp to 63.5bhp @5500rpm giving a new top speed of 85mph.

All this meant that MG was off to the races once more. The 1466cc engine took the TF up to the end of its run in 1955. From its launch in 1953, only a total of 9600 TF's were made, of which the last 3400 units were fitted with the desirable XPEG 1466cc engine in 1954/55. Look for the "TF 1500" label located just below the bonnet (hood) on the left louvered side panel, twelve inches back from the radiator.

With its relative rarity the TF, particularly with the 1500 engine, has become a much sought after collector's Classic.

The MG ZA & ZB Magnettes: 1953-1958.

The successful original 1930's Magnette, powered by a 1087cc six-cylinder engine was covered earlier in this article (*ref page 1*) but was treated as a separate series specific to that period. Now, with the launch of the TF, a concurrent launch was that of the new ZA Magnette sports saloon in 1953. After the success of the original Magnettes, scorn was heaped on this ZA, since the MG fans saw it as a cobbled together pretence at being a new development and trading on the MG Magnette brand name. No longer having a drawing office of its own, MG engineers had to suck it up as a saloon designed by a central BMC design office combining together whatever appeared to be commercially expedient. This was supposed to be a successor to the capable (Abingdon designed) 1952 YB sports saloon, but was actually a Wolseley monocoque body containing an Austin A-40 engine and topped off with a phoney MG grill!



Concurrent with the launch of the TF, a second launch was that of the new ZA Magnette saloon shown here. (Photo attributed to Wikipedia)

However, as fitted to the MG, the Austin A-40 engine had been bored out to 1,489cc and fed by twin SU 1¼" carbs and produced a very workmanlike 60bhp. Suspension was independent at the front using coil springs and a live axle with half elliptic leaf springs at the rear. The precise steering was by rack and pinion. Lockheed hydraulic 10 inch drum brakes were fitted to front and rear wheels. In road tests it was soon apparent that handling was very good indeed and that this particular combination actually worked very well. In addition the interior was well finished having leather trimmed individual front seats and rear bench seat while the dashboard and door caps were in polished wood and later polished Italian Walnut. It was a sports saloon very well suited to its target audience of middle class clients.

Eventually the ZA Magnette was accepted and hailed by all as worthy of the MG octagon and grill, gaining an enthusiastic section of the market in the USA and later further developed into the ZB in 1956.

Power was then increased to 68 bhp by fitting 1½ inch SU H4 twin carburetors, increasing the compression ratio from 7.15 to 8.3 and modifying the manifold. This increased top speed to 86 mph and reduced the 0-60 mph time to 18.5 seconds. The Z Magnettes ceased production in December 1958. Both the ZA and ZB with strong performance and classic lines deservedly enjoy their strong fan base of today.

However the two subsequent Magnettes, the MK III and Mk IV were produced at Cowley instead of Abingdon, with body style changes made as per the Morris Oxford and Austin Cambridge saloons but graced with an MG badge at the front. The

MK IV was given a 1622cc engine but both models were unloved and mostly ignored by the public. The Magnette MK III and MK IV took production through the 1959/61 and 1961/68 periods respectively, after which these Cowley Magnettes were thankfully discontinued.

For further data on the MG Magnettes see;

http://en.wikipedia.org/wiki/MG_Magnette#Magnette_ZA

http://www.namgar.com/articles/article/mga_history/a_brief_magnette_history/



MG Magnette Mark IV, circa 1966 (Photo is attributed to Wikipedia)

A significant development at this time was the appointment of John Thornley to the position of General Manager of MG Motor Company in 1954, together with re-establishing full drawing office facilities at Abingdon. John Thornley was a much recognised MG enthusiast who helped found the MG Car Club and wrote the classic book on the marque "Maintaining the Breed". This was a new dawning and the best was yet to come!

In the next three Parts of this compilation: the MGA, MGB and Midget.

Upcoming Events!



John Twist Seminar hosted by Quality Coaches
April 1-2

Reserve your spot now by calling 612-824-4155

MIDWEST MOTOR SPORTS

OPEN HOUSE

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Open house 2017 is on April 22th. I hope the weather will be good. Lots of interesting cars & people usually come.

Tech session topic will be on modern fuels and the trouble is causes our classic cars.

Coffee is on at 9am, lunch at noon, and tech session somewhere between.

Good weather 2015 and we served 80 lunches at noon and had a bagpiper perform after. Tech session topic was looking at products to insulate & quiet your interior (Dynamat products).

See pics from 2012 here.



Drive your MGA Day Event



Drive you MGA (or any other MG) Day to the Cars and Coffee Open House at the Chanhassen AutomotorPlex

Saturday, May 6

Gather at the Chanhassen Caribou Coffee, 800 W 78th St, Chanhassen, MN 55317. Departing for the event at 7:30 AM.

At Cars and Coffee, we will stroll and admire the cars and envy their garages. We will visit a private suite where we will enjoy some leisure time and some additional refreshments.

For additional details see the President's column or contact Gene Cooper

Recurring Events

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8:00 a.m., Elsie's Restaurant Bar and Bowling, 729 Marshall Street N.E., Minneapolis, MN 55413. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Map to the Elsie's at <http://elsies.com>

East Ender's Saturday Morning Breakfast A group of vintage foreign motoring enthusiasts have started a semi-monthly East Ender's Breakfast Group for those that want Breakfast a little later and not drive to Minneapolis. Join the East Ender's on the 1st and 3rd Saturdays each month, 9:00 a.m. at: LUMBERYARD PUB, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.



Spring Chicken Drive

Saturday May 27, 2017

Join us on the first drive of the season. Travel on some of the most beautiful country roads in Wisconsin with rolling hills, spectacular bluffs, scenic rivers and picturesque countryside. All roads will be paved and are guaranteed to be full of twist and turns.



- Saturday morning meet at the *Family Fresh Market* parking lot in Hudson, WI at Address: 2351 Coulee Rd, Hudson WI, 54016
Arrive early to get a cup of coffee and a sweet roll at the Caribou Coffee Shop.
- The drivers meeting will be at **9:00am sharp!** Every car will receive easy to read detailed directions that are spouse friendly.
- Our lunch destination will be The *Six String Saloon* in Maiden Rock, WI
Lunch choices: *Pulled Pork Sandwich, Chicken Sandwich or Hamburger.*
Prices **start** as low as \$6.50 Pay your server that day but please **R.S.V.P. to Diane Rindt by May 19th** with food choice and how many attending – email drindt4271@yahoo.com or call 715-379-6001.
- After lunch, socialize as long as you like. There is no organized drive to return home. Your trip will be simple, follow HWY 35 North back to Hudson.



The shores of Sugar Lake and banks of the Mississippi in Grand Rapids beckon you to “Race to the Rapids” for the 2017 Vintage Sports Car Rendezvous June 1-4.

With Sugar Lake Lodge as the focal point of weekend activities and accommodations at other Grand Rapids inns, there are plenty of rooms for everyone to enjoy the hospitality of the Minnesota Austin-Healey Club and citizens of the Greater Grand Rapids area.

Those wanting an early start on the weekend, can arrange a relaxing – or at least challenging – round of golf Thursday at the lodge’s 18-hole course. Tee times can be made directly with the pro shop. The official good times begin Thursday afternoon with registration from 3-7:30 p.m. At 8 p.m., welcoming hospitality begins at the lodge with refreshments, announcements and activities that renew existing friendships and foster new ones.

Friday will dawn on a variety of activities. Gymkhana enthusiasts will gather at 9 a.m. for the drivers’ meeting at the Grand Rapids Airport, followed by pulse-pounding runs until 3 p.m. on an autocross artfully designed by Greg Willodson. If you prefer more sublime driving, take one of several self-guided tours of the surroundings, or meander into downtown Grand Rapids for nearby shopping and lunch.

Starting at 3:30 p.m., Dave Herreid’s team will begin aligning our sports cars around the Grand Rapids town square for a 4-7 p.m. “Sweet Sixteen” Downtown Car Show benefiting the local Boy Scouts troop. Each driver will receive a bucket with their registration number on it to place before their car. Townspeople and tourists will be encouraged to cast as many votes as they wish for their favorites using \$1 bills to buy ballots. All proceeds go directly to the scouts. Car owners also may vote for their cars as often as they like. The byword



Friday’s “Sweet Sixteen” Downtown Car Show will be a fundraiser for Grand Rapids area Boy Scouts.

is “Vote Early & Often” – just like they do in Chicago. The 16 sports cars receiving the most ballots will be recognized at Saturday’s awards dinner. Food and beverage options will be available on the square and at local restaurants throughout the late afternoon and early evening.

Saturday morning is all about rallying or otherwise enjoying the beauty of the area. Afternoon highlights include a Lakeshore Show & Shine, Wine & Cheese Party and Tech Sessions for the guys. That evening’s happy hour and awards dinner will cap weekend activities.

Register Now: www.mnhealey.com/rendezvous

27th Annual Can/Am Rendezvous

June 1-4, 2017

Vintage Sports Car Gathering
Grand Rapids, Minnesota

Host: **Minnesota Austin-Healey Club**



Weekend Schedule

Thursday – Registration: 3-7:30 p.m. Hospitality: 8-9:30 p.m.

Friday – Registration: 8 a.m.- Noon, Airport Autocross,
Self-Guided Tours, Downtown Car Show

Saturday -- Fun Rally, Lakeshore Show & Shine,
Wine & Cheese Party, Awards Dinner

Sunday – Breakfast & Goodbyes

ON-LINE REGISTRATIONS PREFERRED @ www.mnhealey.com/rendezvous

Name _____ Spouse/Guest _____
(PRINT LEGIBLY first and last name/names as they should appear on badges)

Street _____ City _____

State/Province/PostalCode _____

E-mail address _____ Phone _____
(Include e-mail address if you want a confirmation of registration – none will be sent otherwise.)

Club Name _____

Vehicle/s to be registered: Yr. _____ Make _____ Model _____
Yr. _____ Make _____ Model _____

On-line Registration \$75 Mail-in Registration \$80 After April 20: \$90 (All fees in U.S. \$\$s) \$ _____
(Registration includes one vehicle, two adults, one child under 18 & one free event ball cap)

Each additional person: \$5.00 x _____ \$ _____

Each additional vintage car: \$5.00 x _____ \$ _____

Extra ball caps: \$15.00 x _____ \$ _____

Wine & Cheese Party: \$15.00/person \$ _____

Awards Dinner tickets: \$40.00/person x _____ \$ _____

SIGN ME UP FOR: Autocross ___ Downtown Car Show ___ Rally ___ **Total \$ _____**

IF MAILING REGISTRATION, make checks payable to Minnesota Austin-Healey Club (U.S. \$\$s) Send completed form to:
Greg Lauser, W12349 694th Ave., Prescott, WI 54021 Registration questions to: glauser@centurylink.net
Cancellations before April 20 are subject to a \$15.00 fee. No refunds after April 20.

HOTEL RESERVATIONS: Sugar Lake Lodge at info@sugarlakeridge.com or call 1-800-450-4555 or 1-218-327-1462

Other Grand Rapids Lodging: AmericInn. 1-218-326-8999
Super 8, 1-218-327-1108
Sawmill Inn, 1-800-667-7508 (Special Group Rate \$79/night for Rendezvous)
Timberlake Lodge, 1-866-800-2200

2017 Calendar of Events



DATE	EVENT	LOCATION and HOSTS
April 1-2	John Twist Tech Session	Quality Coaches
April 8	Spring Kick-off Brunch	Diane Rindt – Jennie Anderson
April 22	Midwest Motor Sports Open House	Dan Iburg
May 6	Cars and Coffee	Gene Cooper
May 13	InterMarque Kick-off	Osseo
May 19-21	Vintage GT Challenge/Spring Vintage Races	Road America Elkhart Lake
May 27	Spring Chicken Run	Diane & Steve Rindt
June 1-4	Rendezvous	Sugar Lake Lodge – Grand Rapids, MN
June 10	June & Tom M's 50 th Anniversary	@ Moerke's – Hudson, WI
June 17	Amery Speed Run	MN Austin Healey Group, Amery WI
June 23-25	Back to the 50's Car Show	MN State Fairgrounds
June 24	25 th Annual Coulee Classic Rally	10 AM – Maiden Rock Village Park, Maiden Rock, WI. Led by Ed Solstad
June 25	InterMarque Picnic	Cherokee Park
June 30	Blackhawk Farms Raceway Healey-Alfa Track Day	Contact Steve Rixen
July 1	Blast From the Past	Chetek, WI
July 8	Tech in the Sticks (and women who shop)	Sue and Steve Greenway, Cumberland, WI
July 20-23	Races at Road America – Annual vintage Care Race Event	Elkhart Lake, WI
July 30	InterMarque Picnic	MMGG Hosting
August 5	Dawn's Birthday Party/Picnic	@ Dawn's - Mpls
August 12	Brit Fest	Barb & Tom Belongia, Hudson
August 19	Royal British Car Show	Jaguar Deal
August 26	Amery Speed Run	MN Austin Healey Group, Amery WI
August 27	InterMarque Picnic	Cherokee Park
September 9	Wheels & Wings	Osceola, WI
September 15-17	Fall Vintage Races	Elkhart Lake, WI
September 16	Fall Tour	Bob Anderson
September 22-24	Waumandee Hill Climb	Waumandee, WI MN Austin Healey
September 24	InterMarque Picnic	Cherokee Park
October 14	Fall Colour Tour	Diane & Steve Rindt
November 4	Annual Business Meeting	Gene Cooper
January 13, 2018	Holiday Party	Diane Rindt – Jennie Anderson

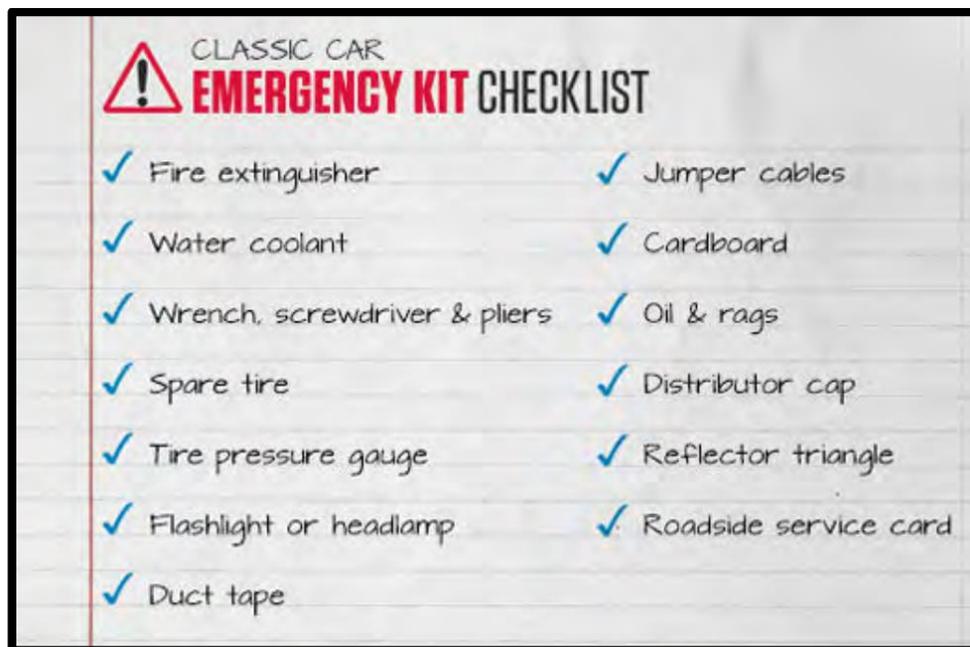


MMGG Technical Advisors

Electrical - Jeff Schlemmer jeff@advanceddistributors.com	T-types - Bob Figenskau (952)935-7909
MGA - Brian McCullough brian@bmcautos.com	Tech Coordinators - OPEN
MGB - Randy Byboth W1979MGB@comcast.net	Randy Byboth – 952-936-9335 W1979MGB@comcast.net
Midgets - Brian McCullough (651)462-0145	Steve Nichols – 612-306-1022 seedguys@msn.com
Triple-M - Lew Palmer (651)436-7401	Bodywork – OPEN

Online Resource:

MG Experience (<http://www.mgexp.com>)



THINGS FOR SALE, SERVICES AND WANTED

Minnesota MG Group member 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 will be listed.

Cost for commercial ads is 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 money to Sue Greenway 712 26 1/4 Ave, Cumberland, WI 54829. Make checks payable to the MMGG. Send ad to smgreenway1@gmail.com. If you are a member, please indicate this when placing the ad or notice. Please also provide your full name so information can be verified. **MMGG will not sell your information or share it with third parties for marketing or other purposes.**



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Cell: 612-877-1938



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



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 Jennie Anderson at jasweets55@gmail.com Phone: 952-854-2505



MG Girl Tank Top
\$12.50 ea (MMGG Members)



MG Girl Patches
\$14.00 ea



MMGG Patches
\$14.00 ea



MMGG Tank Tops
\$12.50 ea (MMGG Members)



MMGG Polo Shirts
for men or women
\$24.00ea to



MMGG hats
\$15.00 ea



MMGG Sweat Shirts
\$28.00 each



MMGG Blanket
\$20.00 each



MMGG Denim Shirts
Long and Short Sleeve
\$35.00 each

Ask Jennie Anderson to see the various styles of Jackets (Summer/Fall and Winter) - Hats (Baseball, Stocking Caps, Visors) - T-Shirts Short/Long Sleeve, Tank Tops, Denim Shirts Short/Long Sleeve, Polo Shirts, Dress Shirts, Sweat Shirts Plain/Hooded, Pullover/Zipper. Jennie Anderson jasweets55@gmail.com or Phone: 952-854-2505

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 MMGG Spring Kick-Off Brunch, typically held in - March of each year. 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 before or by the day of the MMGG 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
- Check this box if this is a renewal and circle any changed information.

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

MMGG will not sell your information or share it with third parties for marketing or other purposes.

Mail this form to:
Minnesota MG Group
c/o Steve Greenway,
712 26 1/4 Av.
Cumberland, WI 54829

Make Check Payable to:
Minnesota MG Group

If you have any questions please contact Steve at 1974GreenMGB@gmail.com

Name:	Spouse/Partner's Name:
Address:	Address:
City:	City:
State & Zip:	State & Zip:
Telephone:	Telephone:
Email:	Email:
MG's Owned:	MG's Owned:

Please list other MG club affiliations or memberships: (i.e NAMGAR, NAMGBR, MGCC, etc.)
