

Hola Amigos, Here I sit with my toes in the sand overlooking the Pacific Ocean while watching the Island Princess perform her docking maneuvers at the Marina in beautiful Puerto Vallarta, Mexico. And what could possibly be on my mind at a time like this? MG's of course, my favorite diversion. As I write this, it's April 5th and we're coming home tomorrow.

I'm planning on getting the "A" out of the basement this weekend and wondering whether all my hard work on the MG will pay off or if I'll have the distinct privilege of doing it all over again. Funny how one thing leads to another. When I put the car away last fall, I thought I would tidy up the engine compartment just a little. You know, maybe paint the valve cover and the heater box and leave it at that. Well, a freshly painted valve cover makes the rest of the motor look lousy and a refinished heater box causes the scuttle/firewall area to look really hideous by comparison. One then finds himself thinking, well, as long as I'm to that, and then to the next thing... and before you know it, you've removed the cylinder head, carbs, manifolds, radiator, and every other component that can be removed short of taking the engine out completely. At this point you have a pretty impressive pile of dirty greasy parts lying there and you begin wondering what you've gotten yourself into. After all, the car was running just fine when it was put away last fall. To make a long story only slightly longer, I will attempt to briefly list the major areas where this unnecessary work was undertaken:

The cylinder head was checked for cracks, milled flat, and hardened exhaust valves & seats were installed. This was done to avoid the mythical problem of valve seat erosion caused by using unleaded gasoline.

The rocker shaft was replaced, the rocker arms were re-bushed and, fit to the new shaft. The tappets as well as the rocker arms were resurfaced.

The carbs were rebuilt using Moss's major rebuild kit and gross jets were installed in the float chambers, to add a little sparkle, the dampers were taken to a local plater, polished & buffed.

The engine cylinder head, generator etc. were painted with Moss MG maroon engine paint, note; the crankcase was painted while still in the car. This practice is not recommended but with patience and careful masking it is doable with acceptable results.

The scuttle/firewall area and underside of the bonnet were stripped primed and painted body color.

I could go on, but I think you get the idea. After a lot of looking and book borrowing, I found several engine compartment pictures that show where most everything is supposed to go and reassembled accordingly. Mark Brandow at Quality Coaches was a great help as a source for used parts & like clips & clamps and other missing bits.

It has been a lot of work but for me also very enjoyable. I must admit I am shamefully proud of how it all turned out. If you would care to see the fruits of my labor, I'll be easy to find just look for the red MGA with bonnet up.

Regarding our March 30th dinner meeting, we learned our lesson, and all future dinner get together's will be held in some type of private banquet room. Despite all the noise, I am pleased to report that we accomplished everything we set out to do. The participation was excellent and all of the 1988 calendar events have assigned hosts. Also, we created the position of club photo album keeper henceforth to be called Club Historian and we managed to talk Alan & Sharon Kelsey into assuming the responsibility.

Sunday, June 26, 1988 is the date for our joint event with the Minnesota MG 'T' Register. The Minnesota MG Group has been invited to participate in the annual Hare and Hound Rally sponsored by the Square Riggers. This event is held at a different location every year so the exact starting and ending points are not yet known. However, it will be reasonably close to the Twin Cities.

The Hare and Hound Rally is not really a race or a rally but consists of spotting painted dots spaced one-half mile apart over a 25 mile course. The day before the rally the hare goes out and sprays painted dots on the road surface for the hounds to follow the next day. The approximately 25 mile course ends at a picnic or a party where the driver who has completed the course with the least amount of mileage and has correctly counted the dots is declared the winner.

The Minnesota MG Group will be sponsoring our own trophy for our members. The MG 'T' Register's have a traveling trophy for their membership.

The only special equipment required for this Hare and Hound event is a keen set of eyes and a car built low enough to the ground to spot the dots. Anyone who has passed a Minnesota driver's license test and owns an MG should more than qualify. However, members driving Detroit iron may also participate. For those who try and fail, a sealed bail-out envelope is provided so all the participants may enjoy the after rally festivities. Keep Sunday, June 26th open on your calendar and watch for the next Minnesota MG Group Newsletter for additional information. Contact Dave Braun at 432-5019 if you have any questions. Looking forward to seeing you all there.

RADIAL TIRE CLOSE OUT

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(OWED BY MICHELON)**

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936-9352**

Congratulations to Mark & Louise Johnson on their April marriage and thanks to Mark for the information he gathered regarding the club jackets and name badges. There are still some details to be sorted out, but we hope to have jackets available soon.

NEXT MEETING

WHEN: Sunday, April 24th at 1:00PM

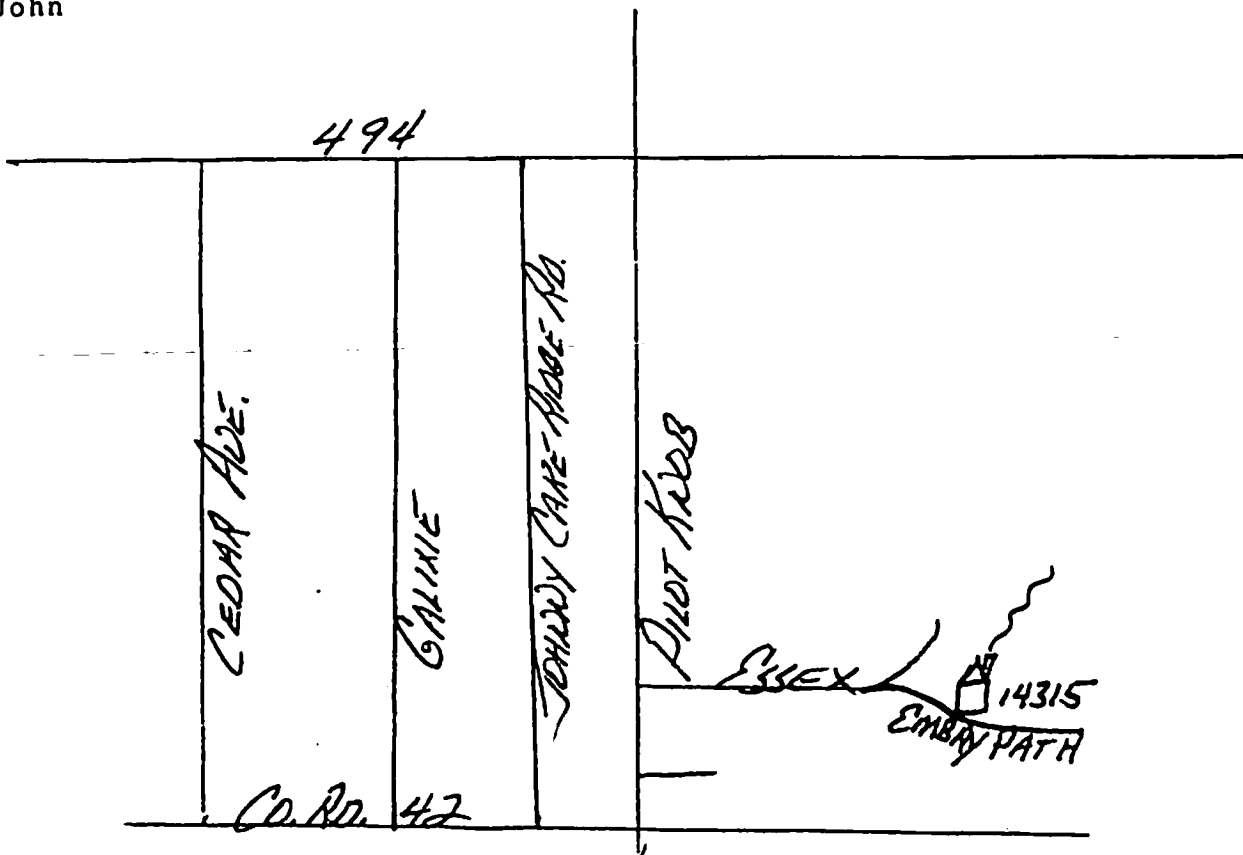
WHERE: John & Cindy Eaton's House
14315 Embry Path
Apple Valley, MN 55124
423-5475
(See Map Below)

WHAT: Tech Session and a Pot Luck/BBQ
Bring what ever meat you would like to put on the grill
Call Cindy if you would like to bring a dish to pass
Pop & Beer will be provided

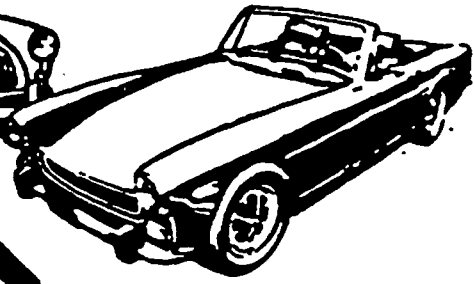
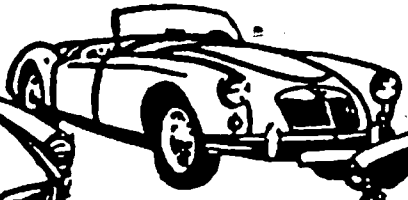
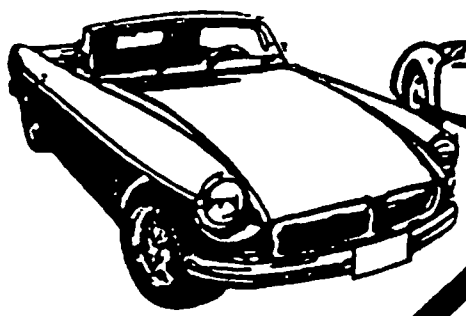
TOPIC: S.U. Carburetors: Fact or Fiction

Hope to see you on Sunday. More next month.

John



MGA

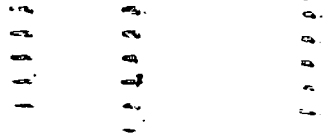


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NEWSLETTER



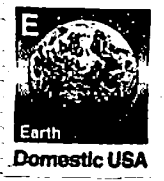
MAY

MIDGET

MGC



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