



DECEMBER NEWSLETTER

Rambling On by John Eaton

True or False? Anything done to excess is bad. I suppose this is generally a true statement as pertains to most things. Too much food, too much sun, too much sleep, etc. No matter how appealing something may be initially, concentrating on one thing to the point of excluding other endeavors that life has to offer will eventually become boring. No doubt the MG experience done to excess will also become dull. Although, for people like us, not in our lifetimes. We are an extremely lucky breed. What other group of people can spend the better part of 20 years in mystic fascination just twiddling with a pair of S.U. carburetors?

My own involvement with MGs in particular and British sports cars in general is perhaps more intensive than some and surely less so than others. At age 17, a 68 MGB purchased from my brother became the first auto that I had ever owned. Now, 17 years later, I find myself in possession of a 1960 MG; coincidentally also purchased from my brother. In between the B and the A, a Jensen Healy was for a time my transportation of choice. Thus at no time in the last 17 years have I ever been without a two seat British roadster. If the premise I posed is true then I should be approaching the point of British Burnout. However, exactly the opposite is happening.

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From the inception of our club until now, it has been interesting for me to observe the diversity of interests that our members have regarding the cars from Abingdon. For some, just an occasional Sunday drive with the top down is reason enough for owning an MG while others seem to have an almost overwhelming desire for total mechanical understanding of their vehicle. Interest in MGs ranges from casual to intense and everything in between. OK, so now that we have a good grasp of the obvious, let's try breaking our members' interests into three different categories:

- Those who have knowledge
- Those who seek knowledge
- Those who simply want to drive and enjoy.

Obviously, knowledge seekers compliment the knowledgeable because the one thing that the knowledgeable have in common is that they can't wait to share any information (mechanical, historical etc.) they may have with someone who appears willing to listen. The knowledge seekers of course hope to glean a tidbit that may actually help them solve a problem. What could be more perfect? The knowledgeable get an ego massage while the seekers get their cars fixed.

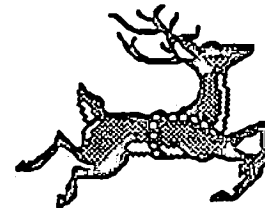
The drive and enjoy types compliment both other categories as they tend to be generally more social and less confused than their technically minded counterparts. They realize that how well an MG runs is pretty much beyond the realm of human control and more a matter of Karma than of mechanical fixes and adjustments.

Which category do you fall into? It really doesn't matter. The Minnesota MG Group needs all three types to survive: Expounders, Expanders and just plain fun seekers. Nobody planned it that way but it sure seems to be working so far.

Yours Octagonally,
John Eaton

**Christmas Party reservations
are needed. If you plan to
attend but have not yet
responded to the Lymburns,
please call or write so that we
can plan a spot for you:**

**Jim & Joleen Lymburn
835 NE Maple St.
Spring Lake Park, MN 55432
612-780-9241**



January Business Meeting

When: Friday, January 20 from 7 to 9 pm

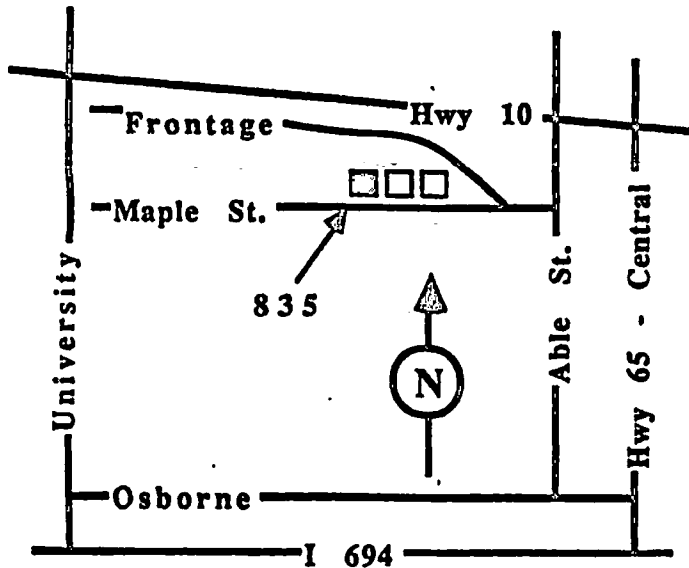
Hosts: Jim and Joleen Lymburn.

Where: 835 NE Maple St., Spring Lake Park.

Phone: 780-9241

Meeting Chair: Al Bramer. If you have input for the meeting but are unable to attend, call Al at 432-8058.

Directions:



Business Meeting Notes

• We did some tweaking to the 1989 Events Calendar:

- Our March Kick Off Brunch date is now firmed up for the 19th.

- An optional event for early March is the All British Car Clubs of Minnesota Spring Kick Off. Many of us attended last year and enjoyed. We will publish details as soon as we have them.

- There will be no Business Meeting in December although there will be some brief announcements at the start of the Christmas Party.

- Hosts are needed for the Wheels & Wings Festival in September and the British Car Club picnic in May. Please step forward if you are interested.

- Al Bramer has volunteered to host the Indian Summer Rendezvous in October. Al would like to find a co-host. This would be a good opportunity for someone to help out and gain experience at hosting an event.

- The All British Car Show is scheduled for August 26 - 27. We are penciling this in as an "optional" event for those interested. More details to come.

- The April event has been changed to a "Drive & Picnic".

- The July event has been changed to a Tech Session.

-- We are still working on both Swap Meet and driving event ideas.

- The next Business Meeting will be January 20.

- We note that there are a variety of events put on by other groups that may be of interest to MMGG members. Where appropriate, we plan to make them co-events. At other times, we will note them as "optional" events for those who are interested. This seemed a good way to take advantage of some interesting events and to provide our group with some variety.

• The Christmas Party: All of the plans are set. Don't forget to make your reservation.

• Membership Roster: We are planning to publish the club roster to paid, registered members some time this Spring.

• Club Organization: We will continue as is for the time being. One change: Dave Braun has volunteered to be the "Events Coordinator". In this capacity, Dave will seek out volunteer hosts, provide advice where needed and generally serve as a focal point for event organization.

Thanks to Dave and Laura Lynn Braun for hosting the November business meeting.

Newsletter Contributions

Please mail your letters or other MMGG Newsletter contributions to:

Mike Funck
9517 Portland Ave. S.
Bloomington, MN 55420

If you have questions, please call: 612-881-3223

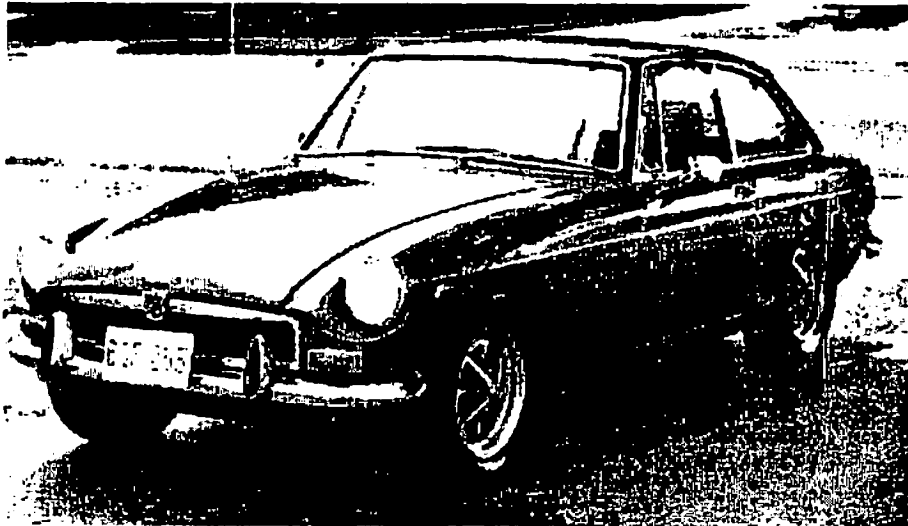
Have You Moved?

If you have moved and would still like to receive the MMGG Newsletter, please contact Al Bramer at 432-8058 and provide him with your new address.

Minnesota MG Group

Events Coordinator: Dave Braun 432-5019
1988 Treasurer: Cindy Eaton 423-5475
1989 Treasurer: Sherrill Carlson 423-1761
Newsletter Editor: Mike Funck 881-3223
Newsletter Publication: Jon Carlson 423-1761
Membership: Al Bramer 432-8058

*Call Jim & JoAnn
about Nancy Miller*



Letters

I have a 71 MGB and every year I ask various people about preparing the car for Winter storage. Most offer opinions and educated guesses: pour oil in the cylinders, top up the radiator, fill the tank and treat the gas, put up on blocks.

Is there a recommended procedure for storage? I'd like to have an expert opinion.

M. D. Jones
HCR 84
Box 692
Walker, MN 56484

Personally, I'd like to pack my golf clubs and drive the car to Florida or Arizona for the Winter.

Lacking the resources to do that, here's a brief outline of what most of us can do. Note that there are two schools of thought: One calls for starting the car periodically and the other calls for leaving it sit until Spring. I'll try to make it clear as we go along. Also note that this is for Winter storage. Long term storage requires a bit more work:

- **ENGINE:** Run at least a half hour before storing to get rid of moisture. Change the oil and filter when warm. Ditto for the gearbox and differential oil if possible. Options:
 - Some folks like to fire the car up every few weeks or so. This is fine as long as you let it run or drive it at least a half hour to prevent moisture accumulation. And, of course, don't forget to keep the gas tank topped up.
 - If the car will not be started, squirt a little (tablespoon) motor oil in each cylinder.
- **IGNITION:** No special treatment for Winter.
- **COOLING:** 50/50 solution of anti-freeze and water.
- **FUEL:** Fill the tank. Addition of a can of "dry-gas" is optional.
- **CLUTCH:** No special treatment for Winter. Exercising the pedal periodically can help keep everything loose.
- **INTERIOR:** Clean before storage. Mothball flakes or pellets in a dish may help keep mice out. You may wish to treat leather seats with some type of compound to keep them supple.
- **SUSPENSION:** No special problems but a couple of options to consider:
 - Put the car on jacks located under the outer A arms in front and under the leaf springs where they bolt to the axle in back. Reduce tire pressure to 10-15 lbs or,
 - If you don't jack it up, roll the car back and forth periodically.
- **BRAKES:**
 - Rolling the car back and forth helps here too. Pump the brake pedal and work the hand brake periodically. Store with the hand brake OFF. Top off master cylinders. Or,
 - If you plan to leave the car untouched, you can spray the brake rotors and drums with a light mist of WD-40 to inhibit rust. Wipe off with a solvent coated rag in the Spring.
- **BATTERIES:** Some options if the car will be stored at below freezing temperatures:
 - Start and run the car at least once per month or,
 - Remove the battery and store in a warm location. Elevate from a concrete floor with a strip or two of wood or,
 - Put the battery on a charger at trickle with the alternator disconnected.
- **BODY:** Clean before storage. Wax if you feel ambitious. Use a cloth cover. Close doors, vents and other openings except for maybe a window cracked to allow some air to circulate. Top up on roadsters. Make sure everything is DRY. Don't forget the trunk (boot for you anglo-philes). Do not allow water (snow?) to accumulate under or nearby the car.
- **INSURANCE:** Work something out with your agent to maintain coverage against theft, fire, damage, etc.

Certainly you can do more but these basic steps should help to ensure that your prized possession will be easy to get road-ready in the Spring.

For those of you who would like more detail, Paul Brand had a good article on the subject in the Motoring section of the Sunday, November 20 Star Tribune and we also have a good set of notes from John Twists Technical Booklet. I will try to bring copies of each to the next event.


Mike Funck



1988/89 Events Planner December 1988

December 1988

Christmas Party



Saturday, Dec. 10
Classic Motor Co.
6:30 pm
Hosts: Jim &
Joleen Lymburn
780-9241

January 1989

Business Meeting

Friday, January 20
7 - 9 pm
Hosts: Jim & Joleen
Lymburn

February 1989

NOTE: MMGG Events and
schedules are subject
to change.
Please check the MMGG
Newsletter for the exact
time and place of each
event.

Revised: 11/26/88

March 1989

Kick Off Brunch

Sunday, March 19
Hudson House
Hosts: Dave &
Laura Lynn Braun

All British Car
Club Kick Off

April 1989
w/ Harbors group

Drive & Picnic

Hosts: Paul &
Joan Good

Wels Dru Astrstrom

May 1989

All British
Car Picnic

*Jerry Sue
SOOD
Served*

June 1989

~~Food Drive~~ *Food Helper
Host*

Hosts: ~~John &
Anne Stebner~~

Cindy B. Star

Hare & Hound Rally

Hosts: Ron Bertsch &
Mike Funck

*Rapner
Pat
Karnopp*

July 1989

Trip to St. Cloud
& Tech Session

Host: Doug Madson

August 1989

Stillwater Picnic

Hosts: Jon &
Sherrill Carlson

September 1989
Jim McCormick ? Call

Wheels & Wings
Festival

Event Host Needed

Swap Meet

*W&W
MAY 1989*

October 1989

Indian Summer
Rendezvous

Host: Al Bramer
Co-host needed

Dore & Det Serranin ?

MGA

MGB



MGC

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MIDGET

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9517 Portland Ave. S.
Bloomington, MN 55420**



Dave Braun
7138 Lower 170th Ct.
Rosemount , MN 55068