

Minnesota MG Group

June Newsletter

June Drive/Dinner

Hosts: John & Cindy Eaton and Roger & Pat Karnopp.

Date/Time: Friday, June 16 at 6:30pm.

Where: The Registry Hotel parking lot in Bloomington. The Registry is located at the SE corner of the I-494 and 24th Ave. intersection.

Drive: From the Registry the group will proceed on a drive South of the Cities.

Dinner Destination: Glenno's Pizza. Glenno's is located South of the the Cities just West of the Elko/Newmarket exit from I-35.

Information: Contact the Eatons at 612-423-5475.

Hare and Hound Rally

Sponsor: Minnesota MG T Register. The T Club event hosts are Brad and Jenny Benn. (922-2280)

MMGG Hosts: Ron Bertsch & Mike Funck.

Date/Time: Saturday, June 24 at 1:00pm.

Place: First Southdale Bank, 70th & France, Edina. (Two blocks South of Southdale Shopping Center.)

RSVP: To Brad Benn at 922-2280 between June 11 and 18. Brad needs a headcount for planning purposes.

Food: Drinks and brats will be provided. Please bring a dish to share.

This event is sponsored by the Minnesota MG T Register and participation by the Minnesota MG Group is by invitation. Members attending are requested to bring a dish to share. A keg of beer and brats will be provided by the T Register and the MMGG.

This rally proved to be one of the most popular in 1988. It was well attended and everyone had a marvelous time. For those of you who may not be familiar, the rally consists of following a series of marks such as paint dots that have been placed on or near the route at set intervals. The object is to follow the marks to the final destination in the least amount of miles and with the most accurate mark count. Time (and therefore speed) is not a factor.

Separate prizes will be awarded by both the T Club and the MMGG for winners in each "class".

St. Cloud Drive & Tech. Session

Hosts: Doug Madson.

Date/Time: Sunday, July 16.

Watch for news in next months Newsletter. This event will require advance registration as Christophe Cordier is providing pizza and drinks and will need a headcount so that he can order enough food.

Tech Tips by Doug Madson

Want to dress up those bakelite instrument and dash knobs without using an electron microscope to paint those little Ls, Ws and Ps or whatever? Here's an idea that works well:

First, clean out the letter with a stick pin or old dentist's tool. Then use some 00 steel wool to buff the knob. Wipe the knob clean and paint over the letter with some white acrylic hobby paint. (I like to use acrylic because of the water clean up and it won't react with the final coat.) Make sure you cover the letter completely and don't worry about getting paint outside the letter.

Let the paint dry thoroughly, preferably overnight. Then buff the knob with that same 00 steel wool. The excess paint will buff off and the letter filled with paint will be left behind. Clean the knob with mineral spirits and when dry, spray with satin polyurethane. I think these restored knobs look better than the reproductions.

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Jon Carlson gave me this tip and it really works well: When restoring items that originally had a wrinkle finish, using a heat lamp can really speed up the wrinkling process. (He said he used to paint typewriter parts this way).

I have also found that although most paint manufacturers recommend two heavy coats about 15 minutes apart, I use two medium coats. In any case, once the item is painted, set it on an open coffee can so that the heat can circulate around it and hold a heat lamp close to the item. Be patient because it can take 5 to 10 minutes depending on the thickness of the item. When the proper temperature is reached, the paint will wrinkle quickly. By the way, I found a heat lamp and bulb at a Fleet Farm store for about \$6.00.

Show me an old MGB and I'll show you a rusty MGB. As inevitable as death and taxes, any B that even only occasionally gets driven in rain much less snow will in time fall prey to the tin worm. I suspect that even storing in high humidity or in a dirt floor barn will cause the MGB to rot from the inside out. Depressing isn't it?

If you are incredibly lucky, you may still be able to find an honest rust free car in Arizona or the California desert but you had better hurry because solid MGBs in this country are being bought by Japanese and European car enthusiasts in alarming numbers. A recent magazine article said the West coast ports of entry look now like they did in the 60s, the docks are full of British sports cars. Only now they are being exported. Our fun, simple and affordable little MGs are being bought by the wrong people for the wrong reasons. MGs are and should remain an entertaining form of transportation rather than becoming just another investment in some rich mans portfolio.

Back to the topic of rust. Rust is most serious and unfortunately most common in the sill or rocker panel area. As the MGB is a unibody car, rotten sills seriously weaken the structure of the whole vehicle. Many if not most of the Bs on the road today have had some body work performed on the sills. Luckily, all of the repair panels exist such as inner and outer sill members, castle rails, etc. Not so fortunately however, doing sill repair having rusted sills replaced properly is an extremely consuming and difficult task. One British magazine said "sill replacement on the MGB is the Devil's own job." Just ask John Stebner.

Although this type of repair looks good, it is superficial and only serves to hide the more serious inner sill problem. How much does it cost to have MGB inner and outer sills replaced? Good question. I wish I knew. Most body shops, provided they will even consider it, will not give a firm quote but rather base it on time and materials. Be prepared for a serious financial shock if you have the sills replaced professionally.

Still in all, the MGB remains the car that would not die. Not only has British Motor Heritage put the B bodyshell back in production but I have recently read that this same organization is considering putting the entire car back into production but with a more modern engine. Wouldn't that be interesting?

Octagonally Yours, John Eaton

Event Hosts Needed

The MMGG needs event hosts for a Swap Meet and for the Wheels & Wings Festival. If you are interested, please contact Dave Braun, the Events Coordinator.

June

Drive/Dinner: Friday, June 16. 6:30pm. Hosts: John & Cindy Eaton and Roger & Pat Karnopp. Meet at the Registry Hotel in Bloomington, I-494 & 24th Ave. Drive will proceed to Glenno's Pizza at Elko/New Market exit of I-35 South of Lakeville.

Please RSVP to Brad between June 11 and 18.

Hare & Hound Rally: Saturday, June 24, 1:00pm. Sponsored by Minnesota MG T Register, Brad Benn host (922-2280). MMGG hosts: Ron Bertsch & Mike Funck. Meet at First Southdale Bank, 70th & France in Edina.

July

Trip to St. Cloud and Tech Session: Sunday, July 16. Host: Doug Madsen.

August

Stillwater Picnic: Saturday, August 19. Hosts: Jon & Sherrill Carlson.

Tentative: New London to New Brighton Run: August 26. Host: Dave Braun.

September

Tentative: Swap Meet. Event Host Needed!

Wheels & Wings Festival: September 9. Event Host Needed!

October

Indian Summer Rendezvous: Hosts: Al Bramer and Dave & Deb Sorenson.

December

Christmas Party: Classic Motor. Hosts: Darlene & Elmo Amundson.

1990

February

Dead of Winter Bowling Party: Host: Mike Funck.

March

Kick Off Brunch

All British Car Picnic

It would have been difficult to order up a better day than the one we had for the All British Car Picnic. The temperature was around 70, the sun was shining and the air was clear and fresh. For those of you who may not have visited Pioneer Park in Stillwater, it is North of town on a hill that provides a beautiful panorama of Stillwater and the St. Croix valley beyond.

Many cars showed up at Newport as planned and after some traditional milling around, the group set off en masse for Stillwater via country roads through Afton and Bayport. The only casualty we heard of was a Jag that was temporarily delayed by a flat battery.

We did not get an accurate car count but 50 to 60 is probably pretty close. The MMGG was well represented despite the short notice and arrived with one of the largest contingents. We counted a total of 22 MGs from our group and estimate about 40 people when sundry guests and co-pilots were counted. Our car count included one MGB/GT, 13 MGBs, six MGAs and a couple of Ts. It was really a pleasure to see such excellent participation.

In addition to our group, there were a number of other MGs present. Other makes were also there including two very impressive Rolls Royces, a couple of Austin-Healeys, a handful of Triumphs, a lone Mini and a few Morgans. Needless to say, there were some stunning Jaguars too.

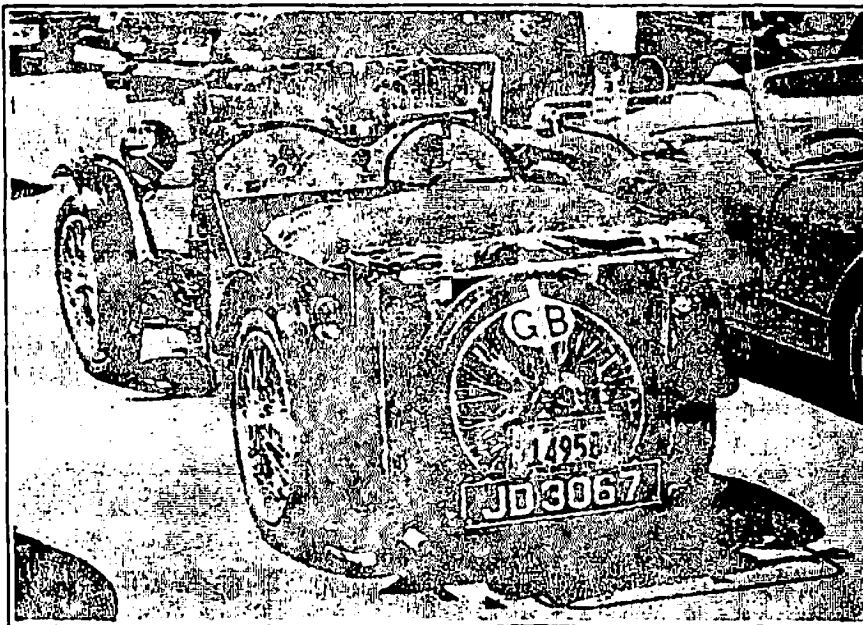
One of the most interesting of all the makes present was a 1932 J2 Midget owned by Lew Palmer of the Minnesota T Register. Lew purchased this car in England in 1983. He describes it as literally being a "basket case." The car was restored over a period of 22 months with parts coming from swap meets, dealers, parts houses and, for about 10%, custom fabrication. Lew has made a number of modifications. The original cable actuated brakes were replaced with safer hydraulic brakes and the two bearing crank was removed in favor of a stronger custom milled crank with larger journals. Triumph motorcycle connecting rods were also fitted. Lew related that the original crank tended to be a little "whippy" and was prone to failure. Think about it.

The cars name is "Judder" by the way, a name that relates back to a previous owner that Lew met and was able to swap stories with. A photograph of the car is reproduced below.

The picnic also featured music; the strains of a bagpipe to be precise. Somehow it seemed fitting and I rather enjoyed it. There was also a drawing for door prizes and "tea" furnished by the Jag Club. This included cakes, sweets and snacks of various types in addition to hot tea.

It was a very enjoyable event and on behalf of the MMGG, I would like to express thanks to the Jag Club for enabling our participation.

Mike Funck.



Member News

- Bill and Sheryl Scholz of Eden Prairie, MN:

"We bought the car (a white MGB) new in 1979 from Lakewood Motors in Cleveland. It has wire wheels and overdrive. It served as our 'second' car for it's first six years of life. Since then, it only goes outdoors in the Summer. Sheryl and I have taken two 'MG trips'. One to Lake Tahoe in 1983 and one to the New England states. In 1985 we went to England and drove over to the now closed MG factory in Abingdon-on-Thames. We had our pictures taken in front of the old offices and even managed to bring back several bottles of 'MG beer' - really bad stuff by the way. You can see why the British almost lost the war."

"I am not very handy when it comes to the MG but I am however sort of a history buff. I own about a dozen MG books and have read each one several times. I would like to learn how to fix the cars. Maybe some of our members would let me come by some time to watch."

(Bill also relates that he and Sheryl have been married almost 19 years, have two children: Bill, 13 and Jenny, 10 and that he works for IDS in Minneapolis.)

- Gary and Pam Soebbing of Dayton, MN:

"I bought my MG brand new in 1975. It was maroon in color then (black now). In April of 75 I took my new MG for a ride to friends in Phoenix and family in California, a two week trip I will never forget, a trip my MG and I will have to make again."

"The MG has 56,000 miles on it and is in pretty good shape but needs a lot of little things after five years of just sitting in the garage. Our babies are at least two years old now and it is time to get her back into shape."

- Daryl and Judith Clark of Ham Lake, MN:

"I've been searching for the past couple years for an MGB. I just missed a real bargain in Texas on an 80 MGB with 10,000 miles for only \$5000. I finally purchased our yellow 79 MGB in June of 88. We found it in storage in Ames, Iowa. We bought it from a real 'limey'! He had purchased the car for his daughter who decided she wanted a pick up truck."

"Since buying our MGB, I've done most of the work myself: added a Weber carb with headers and overhauled the steering system. Otherwise it's been just generally tinkering. I'm thinking about some touch up painting or possibly a complete paint job."

"We are looking for a group of like minded individuals who enjoy the insanity of British cars."

- Rodney and Esther Turnquist of Rosemount, MN:

"I have a red 1961 MGA I purchased two years ago. It had been repainted but not professionally restored. The oil pressure is too low, about 5 psi when driving. I don't dare drive it and need to decide whether to rebuild the engine, etc."



Minnesota MG Group Directory

Events Coordinator: Dave Braun 432-5019
Treasurer: Sherrill Carlson 423-1761
Newsletter Editor: Mike Funck 881-3223
Newsletter Publication: Jon Carlson 423-1761
Member Data Base: Al Bramer 432-8058
Contributing Editors: John Eaton 423-5475
John Stebner 455-0229,
Doug Madsen 1-251-0317

Newsletter Contributions and Ads

Contact: Mike Funck
9517 Portland Ave. S.
Bloomington, MN 55420
612-881-3223

Personal ads for cars, parts for sale, cars wanted, etc. are free to dues paying members. Ad fee is \$10 to non-members. Ads will run two months. Please submit a \$10 check plus your copy by mail.

For commercial ads, please call or write.

Change of Address

Contact: Al Bramer
626 Portland Mews
Burnsville, MN 55337
612-432-8058

Membership Application/Renewal

Annual dues are \$20 per member/family.

Remit \$20 check payable to:
Sherrill Carlson - MMGG
3270 148th St.
Rosemount, MN 55068
612-423-1761

Events of Interest

- June 9 - 11: June Sprints, Road America, Elkhart Lake, WI.
- June 10 - 11: 24 Hours of Le Mans.
- June 11: Chicago International Concours d'Elegance.
- June 17: Norm's Revenge Autocross. Dakota Co. AVTI. UMSSC.
- June 18: Fathers Day Minnesota MG T Register Show at Knollwood Plaza.
- 3MSCC "Close to May Sprints" autocross at the 3M lots in St. Paul.
- Canadian Grand Prix.
- July 5: World of Outlaws Sprint Car Racing at Jackson, MN.
- July 8 - 9: Greater Des Moines Grand Prix. SCCA Trans Am and Corvette challenge.
- July 9: French Grand Prix.
- July 10: WoO Sprint Car Racing at New Richmond, WI,
- July 12 - 14: Gathering of the Faithful. St. Louis, MO.
- July 15 - 16: Road America in Elkhart Lake, Camel GTP, GTO/GTU, IMSA 500, Firehawk Endurance Series, Saab Pro Series and Pro Sports 2000.
- July 17 - 20: AMGBA National Convention. Springfield, OR. Contact Willamette MG Club: 2375 N. 5th St., Springfield, OR., 503-746-8440.
- July 22 - 23: BIR: Trans Am, Race Truck Challenge, Escort Endurance Series and Pro Sports 2000.
- July 28 - August 4: Oshkosh Air Show/Fly In.
- August 25 - 27: 13th Annual University Motors MG Summer Party. Featuring MG sedans and Saloons. Grand Rapids, MI. Contact John Twist at University Motors, 614 Eastern Ave. S.E., Grand Rapids, MI 49503. 616-245-2141. Events include Vintage GP.
- August 26 - 27: Vintage Grand Prix Au Grattan. Grattan Raceway, Grand Rapids, MI. Vintage & Historic Racing, Touring Class and Drivers School, MG Grand Prix. Contact Vintage Sports Car Drivers Association, Ltd., Box C, 15 W. Burton Place, Chicago, IL 60610. 312-787-7838.

Auction Notes

Automobile Magazine notes cars sold at auction on a regular basis. Some recent items of interest:

1933 MG Midget J.4 supercharged racing model for \$98,040 and a 1935 MGPB supercharged "Cream Cracker" racer for \$60,200, in London.

For Sale

1968 MGB. 38,500 miles. Mechanically sound. Wire wheels. Stowaway top. Tonneau in good condition. New batteries. Interior not original. One owner last 12 years. \$3000 firm. Contact Guy Peterson, 739-3088(H) or Debbie 885-5412(W). (67)

3 main bearing MGB block with pistons. Call Rich Stadther at 698-1981. (67)

1978 MGB. Maroon with maroon interior. Recent restoration work included new carpet, paint, upholstery, top and mechanicals. 70,000 miles. \$3000. Contact Lori Behnke at 507-462-3521. (67)

1976 MGB Roadster PARTS. "Hey, I've got body parts here; hey, engine parts; step up Bunky, interior parts. The price is right, Mister, we're talking cheap!" 78,000 miles. Engine and transmission out. BRG/tan. Contact Phil Little: 612-593-1283(W), 612-471-7120(H). (67)

1969 MGB GT. This is a California car as of two winters ago. Solid running condition with need of so. cosmetic work. Contact Lew Palmer: 612-774-4113(H), 612-851-1726(W). (67)

1979 MGB. Brown with tan interior. 20,000 miles. No rust. Never driven in Winter or rain. Top good. Interior perfect. Good mechanically, needs tune up. Contact Lars Lidberg @ 370-4157(W), 484-7077(H). (67)

1971 MG Roadster. Parts car or possible restoration. Five wire wheels.

1969 MGC GT. Nice clean car with wire wheels and overdrive gear box. In good running condition.

Under 38,000 miles. Not cheap and will be for sale only until I rent or build a larger garage. MGA roadster seats complete with rails. Contact Verl Wilkins @ 612-935-1608. (56)

Membership Drive

Our promotion to get membership renewals and new members has been pretty much of a success. We now number more than 50 dues paying members. Thanks everyone!

If you have not yet paid your dues, it isn't too late. See the information in the Directory.

Minnesota MG Group
Mike Funck
9517 Portland Ave. S.
Bloomington, MN 55420



FIRST CLASS MAIL

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

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