

# Minnesota MG Group

## March Newsletter

### MINNESOTA MG GROUP 1991 Kick Off Brunch

The MMGG Kick Off Brunch is scheduled as our first official event of the 1991 season. If you want to get the year off to a good start, please plan to join us at Toby's:

*When:* Sunday, March 24, 1991.

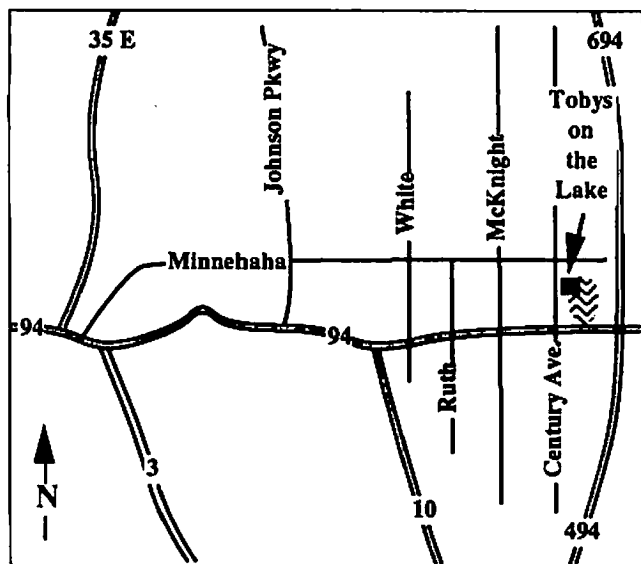
*Where:* Tobys on the Lake, 249 Geneva Ave. N. (I 94 and Century Ave.) in St. Paul.

*Time:* 10:30 am.

*Brunch Selections:* A variety of excellent, moderately priced items will be available from the menu.

*RSVP:* Not required, just be there and plan to enjoy.

As in the past, it is our plan to advertise in the local papers with the intent of attracting new members.



### Business Meeting

An impromptu business meeting of the Minnesota MG Group was conducted on Friday, February 8, 1991. The meeting was hosted by Al and Sharon Kelsey at their home in Apple Valley. The purpose of the meeting was to discuss our 1991 program.

We came up with some tentative plans which are outlined elsewhere in the Newsletter. One of the items discussed is the idea of having more frequent business meetings. An idea that other clubs use is to meet on a designated day every month or two at a local pub. We have not done this in the past and thought it might be worth a try. Hans Koenig has done some research on a place in Minnetonka that might just work for this purpose.

We will discuss this further at the Kick Off Brunch. My suggestion is that we make this a "first Tuesday" of each month program and see what happens. What do you think? - Mike Funck

### Food for Thought by Doug Madson

Recently I was looking through an old *Road & Track* magazine from November, 1962. Several milestone cars were road tested in that issue including the "new" MGB and an Austin-Healey 3000. Both cars were praised for their overall performance and now almost 30 years later they are still considered two of the best examples of the definitive British sports car. The 3000 has increased in price to a point out of reach for the average enthusiast, but the "B", produced in greater numbers, remains affordable.

Many enthusiasts, especially us MG nuts, have always felt the MGB is the better car of the two and I was surprised to find *Road & Track*

agreed way back in 1962. The last paragraph of the road test -

"We would have strongly preferred that there not be quite so much mechanical noise at high speeds and other cars have proved that a harsh ride like that of the Austin-Healey is not really essential to good road manners, but apart from those objections it was all right. The only thing that bothers us is that the Austin-Healey is going to have to sit on the same showroom floor with BMC's MGB and it is in all respects save performance substantially inferior to that new model. Perhaps it is time for an Austin-Healey "B".

Nuff Said!

## Sherlock's Home

by Hans Koenig

This British style pub is located just off Crosstown Highway 62, at the Shady Oak Road exit in the Minnetonka/Eden Prairie/Edina triangle. The pub features a "pump room" bar with an adjacent dining room, separated by a six foot high wood-and-glass partition. The decor is typically English, dark wood paneling, lots of brass and red colors. From here one can see part of the little house brewery which produces seven different English style beers on tap: Bishop's Bitter (English ale), Piper's Pride (Scottish Ale), Palace Porter (dark brown ale), Stag's Head Stout (Irish stout); these four are "hand pulled ales", i.e. non-carbonated beers served at cellar temperature (52°F). There are three carbonated beers: Star of India (pale ale), Gold Crown Lager (English-styled lager), and Queen Anne Light (barley & wheat malt); the latter are served at American cellar temperature (38°F).

The bar and adjoining dining room are a bit noisy, due not only to the accelerated consumption of beverage alcohol, but also because of a blaring television set high at the wall. There is a another, larger dining room which is just as nicely appointed, but more civilized in its decibel level.

There is a "happy hour" daily, Monday through Friday, from 3:00 - 6:00 P.M. when the management offers specials on "Pub Grub" and reduced

prices on the ales and lagers (\$1.25/half pint, \$2.25/pint. Food items on the mostly British menu range from approx. \$3.85 appetizers to \$15 dinners, most entrees in the \$6-9 range. I ordered fish and chips (\$8.95) which was served with delicious hot British rolls and butter and the obligatory malt vinegar for the ample serving of fish and "chips" (French fries). My companion ordered a prime rib sandwich (\$8.95) which covered the plate nicely and was of excellent quality. There are many typically British snacks and entrees which are well described and explained for the benefit of the non-initiated Yanks. You can also acquire original British pint sleeve glasses with the pub's logo on it (in sets of four). Tours of the brewery are offered on Saturdays from 1 P.M. through 4 P.M. - reservations required (931-0203).

The manager welcomed my inquiry about "Sherlock's Home" being a home to a casual meeting of the MMGG and offered to put tables together for the number of people attending; there is no separate room available. In addition to checks, cash and major credit cards, the house accepts payment also in British Pound Sterling at current bank rates, posted at the bar. Now there's an opportunity to use up those leftover travel funds from your last trip to Abingdon...

*Sherlock's Home is the pub we are considering for our semi-regular business meetings. We will discuss in more detail at the Kick Off Brunch...*  
- Mike Funck.

## CALENDAR OF EVENTS

### M A R C H

- 20. Spend an evening with Dick Turner. Get ready for the 1991 Autocross season with one of this countries top drivers and racing instructors. This session will be held at the Bloomington Marriott. Cost: \$20. Call Dave Erickson at 612-884-1566 for information and reservations.
- 24. Kick Off Brunch & Meeting. Toby's on the Lake in St. Paul. 10:30 am. Sunday.
- 24. Brazilian Grand Prix, Sao Paulo

25. MMGG Newsletter submissions due to the editor for April publication.

## A P R I L

20. Tech Session. Hosted by John & Cindy Eaton at their home. *Saturday*.

28. San Marino Grand Prix. Imola, Italy

## M A Y

12. Monaco Grand Prix. Monte Carlo.

18. All British Car Club Drive & Picnic. *Tentative date*. Sponsored by the Jaguar Club, this event is an annual favorite because of the large turn out of splendid cars and people. *Saturday*.

## J U N E

2. University Motors Early Summer Picnic. Grand Rapids, MI. 616-245-2141.

16. Heritage Day Festival & Car Show. Faribault, MN. *Sunday*. *Fathers Day* - Bring your Dad to look at all of his favorite old cars!

## J U L Y

21. St. Cloud Drive & Picnic. Our annual trek to the Madson home in St. Cloud. *Sunday*.

18 - 21. Regional GOF. The "T" folks annual Gathering of the Faithful is in Minneapolis this year. If you want to take a look at some MG T-series automobiles, this will be a place to visit. They will have a car show on Saturday, the 20th.

18 - 21. AMGBA National Convention. Chicago, IL

## A U G U S T

16. Drive & Dinner. *Friday evening*.

23 - 25. University Motors 15th Annual MG Summer Party. Grand Rapids, MI.

## S E P T E M B E R

7. Wheels & Wings. Osceola, WI. Another favorite MMGG destination for early fall.

## An Exercise In Masochism 101: Dashboard Removal

by Robert Jones

I have now successfully removed the dashboard (or fascia for you English folk) from my '75 MGB, so I could pull the windshield out to put in my '74.

I had a few email conversations with Roger Garnett, since he said he had done this before (his was a '65, though) and he asked that I keep him posted on my progress. I thought perhaps others would be interested. The following is a description of how I did it and how it should be done (unfortunately they often had nothing to do with each other)

Steps to removing a dashboard:

1. Reconsider.
2. Get a second job that pays \$4/hr., work 40 hours, pay someone else to do it with the money you earned, it might be money well spent.
3. Okay, you're cheap and stubborn like me, go for it.
4. The basic theory is there are six bolts that hold the dash to the frame. All six run along the top edge of the dash near the back. There are several things you need to do before you can get to them.
  - a. Remove the lower dash panels (if your car has them, mine didn't). I think they are held on with screws.
  - b. Remove the heater controls (this is oh so much fun, I never did get them completely out). You can live with them being in, but that limits the amount of room.
    - i. There is one small phillips head screw that attaches each control bracket to a bar that runs across under the dash. These **MUST BE REMOVED** or your dash isn't going anywhere. The screws are vertical with the head down. It helps to remove the center console to get to one of them. (As fate would have it, I couldn't get the center console out, but that's for another article.)

ii. Each unit pulls a cable (that's how they control) that needs to be released to remove the unit. The cables are held on by a small bolt. I couldn't get them. You need a little erector set wrench, which I don't have.

c. Remove the glove box. Just unscrew all of the screws and pull out.

d. You are supposed to remove the choke cable, but I didn't have too, since someone has moved the cable to new location not in the dash.

5. Now, to remove the 6 bolts, the fun begins.

The locations and how to get the nuts out are as follows:

a. The far left corner. This can be found by poking your head under the dash and looking for it. It can be reached with an ordinary ratchet with an extension. BTW all the nuts are 7/16". Nothing special needs to be removed to get to this one.

b. Right between the speedometer and tachometer. Remove the tach. There are two brackets holding the tach in, each with a knurled nut holding it on, which you remove to get the tach out. Remove the speedo. This attached the same way the tach is, but you also have to detach the trip odometer reset knob. This goes through a little bracket that has a hole in it. Unscrew the knurled nut holding the cable in place. It is also helpful to disconnect the indicator lights. Remove the nut.

c. Just the right of the speedometer. If you have removed the heater control and the speedometer, this one shouldn't be too bad. Remove the nut.

d. Now over to the far right corner of the dash. With the glove box out this should be fairly easy.

e. There is one towards the left edge of the glovebox hole. This one should be fairly easy as well.

f. Now for the holy mother of dash board nuts. This last one is right at the center of the "face lev air vents". It probably wouldn't be too bad if you could get the vents out. I couldn't. There are supposedly two screws holding a "retaining strap". I don't know how anyone

could get to these screws, since they are between the two vents, with the screw heads facing the front of the car. Anyway, what I finally did, and I am sure there must be a better way, is using the closed end of a combination wrench turning about 1/16" each turn before running out of room. I tried a ratchet, but at MOST I could get ONE click. I complicated matters when I went from ratchet to combination by turning the nut the WRONG #@\$# way. Don't do this. Eventually it came loose enough so I could cram my hand into a space much too small for it and turn the nut by hand until it would bind, then wrench, then hand, then wrench, etc. It finally came off!!!!

6. Lift off dash. I still couldn't get the dash off, because one of the heater controls was still attached (Finally I was able to pull the dash out about 3" and get to the windshield bolts)

All in all this took about 7 hours over three evenings, I learned a lot and escaped with only minor scrapes on my hands. Getting the dash off the '74 will be a snap, the former owner, or someone along the way removed the dash and when they replaced it they didn't put ANY of the nuts back on. There is a God. Once I swap windshields, I plan to put 5 nuts on, the last one is not going back on, it's not worth it.

I also plan to swap speedos, then can get a definitive answer on Cable vs. Speedo arguments (at least for this case.)

Well, this ended up being longer than I hoped, but maybe someone out there can use this to benefit their project.

*Bob "Boy it looks a lot easier on paper" Jones*

## New Publishers

I am pleased to announce that responsibility for publishing the MMGG newsletter has been taken on by Kevin and Carol Mahoney of Faribault, Minnesota.

After many years of service, Jon and Sherrill Carlson have retired from this duty. We thank them and at the same time, thank Kevin and Carol for taking on all of the work required to get the newsletter out each month. *Mike Funck.*

## On the Market

**FOR SALE:** Five MGB/GTs 1970 - 1974-1/2. All complete with title. Some restorable, some part out. Jim McCormick. 612-429-2571. m

**FOR SALE:** 1969 or 68 MGB/GT parts car. Has chrome wire wheels. No title, engine or transmission. \$ 200. Jim Anderson, evenings - 507-234-6691. m

**MG Service (line-bench); Restoration; Parts (new-used-rebuilt); Events year round; Technical Support; Exclusively for the MG; Since 1975, with John Twist, Caroline Robinson, and a staff of 12 enthusiasts offering simply a higher degree of service, we are: University Motors Ltd, 614 Eastern Avenue SE, Grand Rapids, MI 49503. Phone 616-245-2141, Fax 616-245 MGMG (6464) jfm**

**FOR SALE: MMGG GRILL BADGES.** May be purchased at club events for \$9 or mail order from Roger Karnopp for \$11. Send check to Roger at 1295 Deerwood Dr., Eagan, MN 55122.

**CLUB LOGO PATCHES:** Very attractive embroidered patches with the MMGG logo. Contact: Color Weave. 8020 University Ave. Fridley (3 miles north of I-694) 612-784-0708. Mary Ann is our contact there.

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## 1990 TREASURY REPORT

Description	Balance
<b>INCOME/EXPENSE</b>	
<b>INCOME</b>	
Associate Memberships	\$66.00
Badge Sales	81.00
Embroidered Sales	211.00
Full Memberships	1,820.00
Newsletter Ads	50.00
Shirts	40.00
<b>TOTAL INCOME</b>	<b>\$2,268.00</b>
<b>EXPENSES</b>	
Advertising Expense	136.05
Badges	780.00
Bank Service Charge	19.40
Check Printing Fee	9.00
Embroidery Costs	921.64
Food at Meetings	81.00
Newsletter Expense	10.00
Postage	225.00
Printing Expense	195.00
Prizes	35.00
Expenses - Other	0.00
<b>TOTAL EXPENSES</b>	<b>\$2,412.09</b>
<b>TOTAL INCOME/EXPENSE</b>	<b>-\$144.09</b>
<b>BALANCE FORWARD</b>	<b>\$865.71</b>
<b>TOTAL BALANCE FORWARD</b>	<b>\$865.71</b>
<b>OVERALL TOTAL</b>	<b>\$721.62</b>
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Treasurer: Alan Kelsey December 26, 1990	

*Unless otherwise noted, opinions expressed in the MMGG Newsletter are those of the authors and do not reflect official opinions or policies of the Minnesota MG Group.*

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MIDGET

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Minnesota MG Group  
March Newsletter



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