



Gazette

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Ellingson's Swap Meet and Car Show Scheduled for August 10, 2002

It's that time of year - the weather is warm, the sun is out and it is time to get together with other British car owners to show off our cars. It is also time to clean out your garage, storage shed, and basement of all of those un-wanted spare parts and head to the **Annual Inter-marque Car Show and Swap Meet** at Ellingson's Auto Museum in Rogers, Minnesota.

This year, as in years past, we will have the People's Choice award car show in eight categories. New categories this year include Premier (those cars that have been fully restored and are show winners), MG, Triumph, Healy, Morris/Mini, Jaguar, Too young to drink (cars that are less than 21 years of age - New Coopers, Jaguar, Land Rover's etc), and Diamond in the Rough.

With a total of 24 awards given out this year, your chances of getting an award are really good. We will have parking by cate-

gory, with the exception of "Diamond in the Rough" which can be any car in any category.

The Minnesota Mini club will be celebrating their clubs third year with a Birthday celebration and cake.

To get to Ellingson's take highway 94 west about 7 miles from the 694/494 intersection. Ellingson's is on the right.

The gathering starts at 9 AM and awards will be given out at 2 PM.

See **YOU** there!



The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for December. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Comments From The President

I hope many of you are finding time for evening drives during this beautiful part of summer. Jeanette & I frequently are out to various parts of the Twin Cities. In addition to the enjoyable weather we see recent construction projects. For example, Dangerfield's in Shakopee (a good reasonably priced eating place) has completed their remodeling and now sports an attractive well lit exterior. And don't forget Sunday nights at Sherlock's.

Travel seems to be on the agenda for many folks. Last week Steve Sjorberg, an MG owner and school principal from

Darwin Australia, was in town giving a few of us an opportunity to hear MG activities are quite similar in his country. Look for a future interview article with Steve by Glen and Annette Fisher.

Larry Henle has returned from the Texas NAMBGR convention and reported they found the heat but escaped the rain of southern Texas. The convention was very enjoyable and their GT made the trip without incident, a possible tribute to the excellent mechanical work of Dan Iburg and his Midwest Motor Sports operation.

Putting miles on our fine little machines frequently involves repairs of various types. In my case I must be trying for a record number of times I've had the engine out of our MG. Surely I must have a record for the number of times without actually working on the engine – good old transmission and clutch issues. More importantly, a thank Ken Merrill and Brian Walsh for their help with a recent install on a very hot Saturday. Oh, we are planning to do it again this coming weekend – same car, a slightly different crew. Hope-

(Presidents Column Continued on page 3)

The Minnesota MG Group was founded in 1987 and is dedicated to the preservation and enjoyment of the MG Marque. Correspondence can be addressed to: **Minnesota MG Group, 10305 Morris Road, Bloomington, Minnesota 55437.** Visit us on the web at **WWW.MMGG.ORG.**

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(Presidents Column Continued from page 2)

fully, this time we'll get it right. See next month's issue for an update.

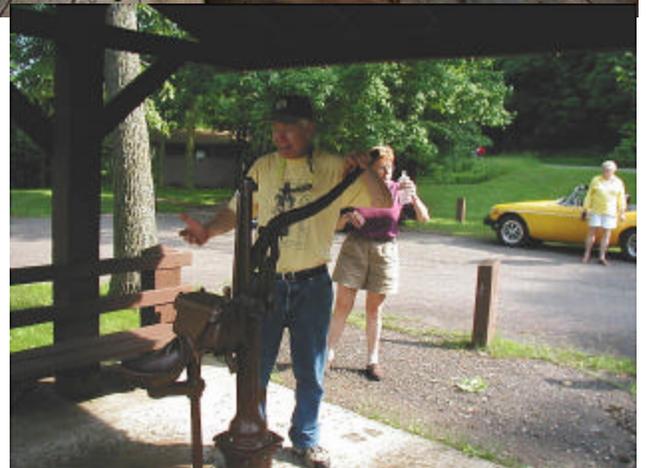
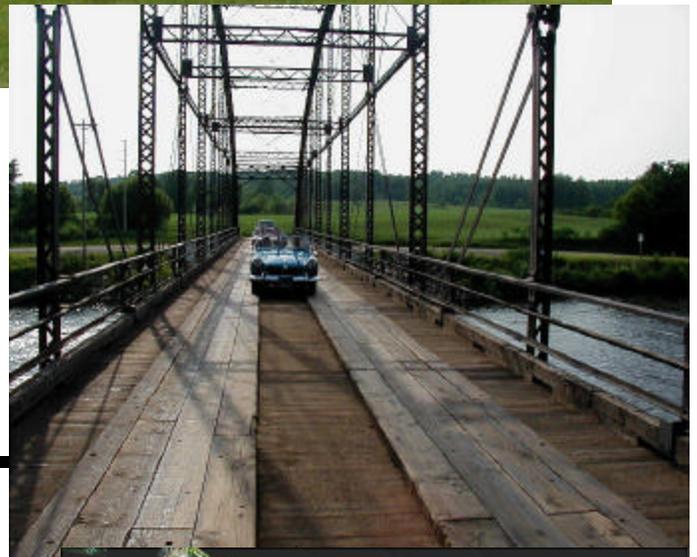
On a different scene, I recently received a very nice call from Dave Smith, Chairman of NAMGR – the national MGA organization. Dave called to talk about organizational changes at the National level that should alleviate some of the communications gaps we experienced with our MG2001 convention last year. Dave also extended his thank you for our excellent job in putting on a tremendous show. He is one of many “class people” in that organization.

Don't forget to send articles to Jon Masley.

Drive safely; hope to see you at Ellingson's.

Dan

Chippewa Falls Tour Pictures



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Member Profile

Submitted by MMGG Member's Glenn and Annette Fisher

Exchange Member Profile

"It's a weird sort of fraternity."

That's how Steve Sjoberg of Darwin, Australia describes the worldwide MG community. Our common interest in these classic cars gives us opportunities to meet friendly and interesting people wherever we go.

Steve was here in July visiting family. Before his trip to Minnesota, the newsletter of the "MG Car Club of the Northern Territory" – Steve's hometown MG club – highlighted the Minnesota MG Group. Their newsletter has been reporting on many clubs in other parts of the world including the Sacramento, the United Kingdom and Minnesota.

Acting as an MG ambassador from Australia, Steve arranged to meet our club President, Dan Shidla, and to connect Jon Masley, our newsletter Editor with the Darwin club's Editor. We had an opportunity to chat with Steve for this "Exchange Member Profile."

Along with his wife Heather, Steve is very active in their new MG club. Heather is the Treasurer and, along with Steve, likes driving their 1971 MGB on club outings. Their club started as a casual association of MG enthusiasts who enjoyed gathering at the shore of the nearby Timor Sea (part of the Indian Ocean) to

watch sunsets and drink champagne. By last Christmas, they had enough people to register the group with their National MG association.

Darwin is a real "MG town" with over 40 MGs in a city of only 100,000 people. All models are represented from the familiar MGBs and Midgets to TCs, MGCs, V8s and a couple new MGFs. Their club has also opened its arms to Austin Healeys – including a Bug Eye Sprite and an Austin Healey 100.

While Steve's 1971 MBG (previously owned by a famous Australian TV actress) was imported from the UK, most Australian MGs were assembled there by BMC from kits. Features differed from UK models – they did not have the triple windshield wipers nor the prominent side markers like the later American models. The Australian cars also came with prominent markings declaring them to be "Mark II" or having "Overdrive".

However, since two-thirds of all MGBs sold in the world came to the US, the current Australian demand for our beloved classic cars is being met by importers who scour southern California for cars in good shape. MGs are brought to Australia by the container load where they are converted to right-hand drive with an easily installed kit. Steve re-

ports that they are seeing more and more "rubber noses" on the road.

A few of the members of Steve's MG club enjoy modifying their cars. Since it is quite expensive to rebuild overdrive and synchro gearboxes, a popular conversion is to install a Toyota or Mazda gearbox into MGs. They also spend a lot of effort removing things like smog controls from the cars imported from America to get them to run better.

Parts are relatively inexpensive, too, because of competition among several MG suppliers in Australia. Brand new body parts made from the original forms from a UK manufacturer are still available.

So how did a kid who grew up on Minnesota's North Shore end up in Australia? Well, in 1972 when Steve was about to graduate as a history and geography teacher from the University of Minnesota, Duluth, he interviewed for a job with a recruiter from the Australian state-based educational system. At the time, Australia had a serious teacher shortage (in contrast to a very tight U.S. teacher market.) Steve was hired on a 15-month contract which, with only a couple short interludes back in the U.S. and Canada, led to a life-long career "down under".

(Member Profile Continued on page 7)

From The New York Times

Editors Note: this article is from NYTimes.com

Blood, Sweat, Tears and a Lot of Oil Leaks

June 7, 2002

By JIM MOTAVALLI

KATHY MANGAN, a freelance writer in Hagerstown, Md., has owned her British-made 1980 Triumph TR8 for 18 years, so there really was no excuse for her thinking she could drive it without incident to Boston last December. After being stranded regularly by the car throughout her ownership, Ms. Mangan should have known what to expect.

Here's what happened: The car refused to start without jumper cables, a familiar experience for Triumph owners. One block out, the passenger door suddenly flew open and refused to close again. Ms. Mangan's mechanic wasn't surprised to see the car limp into the service bay.

When she set out again, the TR8 made it at least several miles before starting to lose power. Opinions differed as to whether the fuel line or distributor was to blame, but everyone agreed the car was not going to make it to Boston without a tow.

Ms. Mangan's story is a familiar one among British-car owners. In the 1950's and 60's – before the Japanese had a foothold in America – Triumphs, MG's, Austin-Healeys, Lotus and Jaguars ruled the import lots. In the mid-60's, MG and Triumph alone were selling 60,000 cars a year in the United States, 85 percent of their global volume.

The cars were rakish, and fun to drive compared with the bloated American land barges of the time, but nobody ever called them reliable. The tiny four-cylinder engines with their adventurous Skinner Union carburetors ran on an idiosyncratic schedule, and quality was so poor that parts flew off regu-

larly. The roofs often leaked water, which puddled with the oil dripping from the engine block.

But there is a saving grace about British sports cars. Even while their owners are becoming stranded, they love them. "There's something wonderful about not knowing how your trip will turn out," Ms. Mangan said. There are thousands still on American roads, even though the last of the true British sports cars were imported in the early 80's.

What most British-car owners' share (other than repair bills) is a stoic's sense of gallows humor. A common joke like, "Why do Triumph TR7's have fog lights? To light up the tow rope," makes a small point about British technology, but says boatloads about British character.

Before wisely buying a Mazda Miata, Todd Bryant, a Norwalk, Conn., photographer, was a serial British car owner. He took delivery of his first, a brand-new Triumph-engine Morgan, in Europe in 1967. To his chagrin, he discovered that the car had no outside door handles and he couldn't reach in because it didn't have optional sliding window "side curtains." He had also expected the car to come with a working clutch, but within weeks he was forced to set off in pouring rain to return it to the dealer.

"You had to secure about 20 of those ridiculous lift-dot fasteners around the windshield to get the top up, and it still leaked like a sieve," Mr. Bryant recalled grimly. "Water was blowing through the side curtains and around the windshield. The heater was useless, of course." The latter is an absolute given in countless British cars. One Jaguar owner marvels at the engineering feat that allowed the car's engine to overheat in winter while maintaining Arctic temperatures in the cabin.

When Mr. Bryant returned to the United States in 1968, he replaced the Morgan with a 1959 Austin-Healey "Bug-Eye" Sprite that, he said, "just died on

(New York Times Continued on page 6)

(New York Times Continued from page 5)

me." Next was a Triumph TR3B that in only a few months of ownership went through one front suspension, two coils, two voltage regulators, a clutch, a rebuilt head and a brake master cylinder. "I finally sold it for \$100," he said.

The last straw was another Triumph, a 1967 TR4A. "It popped out of second gear, and you could put your finger through the frame in several places," he said. The rear suspension, featuring the diabolical lever arm shock - an outmoded British shock absorber that survived in some models through the 1980's - was regularly shaken to bits by potholes. "Every weekend I'd be underneath it, rebuilding the suspension while a crowd of street people gave me unsolicited advice," he said.

Is Mr. Bryant cured? Not at all. "If I had a garage, I'd buy a British car tomorrow, probably another TR3," he said.

In the purgatory of British cars, much of the blame is heaped on the famous manufacturer Joseph Lucas, also known as "the Prince of Darkness" and "the Father of the Intermittent Windshield Wiper."

But in trying to set right the many problems in a British car, the hapless American owner happens upon the fact that the British have their own names for everything, many of which sound like they first appeared in "Winnie-the-Pooh." Does the repair call for a wrench? It's a spanner to them. Trouble under the hood? It's the bonnet. Trying to find the trunk release? Sorry, that's the boot. A few other choice translations: fender equals wing, the rear window is a backlight, the glove box is a cubby, an electrical ground is earth, gas is petrol, a turn signal is an indicator, and a muffler is a silencer. When some drivers hear that the word for "ball joint" is "trunnion" and a generator is a dynamo, they must feel like giving up.

Not everyone agrees with the poor reputation of British cars. "There are no bad cars, only bad owners," said Jeff Burns, whose garage, Motorhead LTD, in Fairfax, Va., specializes in them. "If you

restore a British sports car to a proper standard, it will be an excellent daily driver." The stories of failing carburetors and fading electrical systems, he said, are a form of folklore fostered by dodgy, unrestored cars and by poorly performing Asian replacement parts.

"If they sit for a long time, things start to corrode and Lucas gets the blame," said Mr. Burns, somewhat defensively.

Ian Young, who once ran Triumph and Austin dealerships in Niagara Falls, Ontario, agrees that British cars have been unfairly slagged. "It's like the Corvair," he said, referring to the much-maligned 1960's Chevy. "Once it was tarred and feathered, nobody would acknowledge its virtues."

Pierre Kanter, a Frenchman who now lives in New York, sees few virtues in British cars. For that reason, he takes a perverse pleasure in buying them in the United States and sending them back where they came from. Mr. Kanter sells the cars to collectors in Britain, as well as on the Continent. He was particularly glad to see the last of a 1967 Series 1 Jaguar E-Type he owned for seven months. "It was orgasmic to look at, but it only ran for one of the seven months," Mr. Kanter said. "I've never had so much trouble with a car. Just try keeping three carburetors in tune. It leaked oil, the gauges never worked, and the Lucas electrical system was a nightmare." The E-Type shipped off to Belgium and is now said to be making some European's life miserable.

Underneath it all, however, Mr. Kanter admits to being just another helpless addict. "If I had a choice between a Miata and an MG," he said, "I would take the MG."



(Member Profile Continued from page 4)

Currently, as Principal of the Senior College in Darwin, he is responsible for 1,000 11th and 12th grade students and another 1,000 adult night school students. Steve and Heather met in Australia and married. Heather is also the Principal at an area school.

After the sale of his boat left him sans toy, Steve's youthful interest in cars resurfaced. MG's had always caught his eye. So, when his son, Christopher, noticed a newspaper ad for an MG Steve was quick to pursue it.

It turned out to be an "original car" with 104,000 miles on it. It's in good shape but not per-

fect. That is typical, though, for cars in their area where up to six feet of rain during the hot and humid months of November through March causes everything to rust. Interestingly, the car came with every receipt and service record from its lifetime.

When he has time, Steve likes to tinker with his MG. He learned general car maintenance during his college days when his summer job was working for the Grand Marais Chevy dealer. That knowledge has helped him do some rust removal, trim; body part and carpet replacement; and oil changes on his MG.

On Steve's return to Darwin

from this summer's Minnesota visit, he was looking forward to a "longer run" with their club to the city of Katherine – about 190 miles south of Darwin. During that weekend trip, we hope he will proudly wear the MMGG denim shirt and display the MMGG Odyssey 2001 grill and dash badges our club President gave him.

As Steve said, while our MG clubs are formed around our common interest in the cars, the most enjoyable part is getting to know people from all different backgrounds. We enjoyed getting to know Steve and, somehow, feel a kinship with unmet friends on the other side of the globe.

WE HAD FUN ON THE CHIPPEWA FALLS ROAD TRIP

Submitted by MMGG Member Steve and Diane Rindt

On June 22nd the MG Group met at the Leinenkugel Parking Lot in Chippewa Falls Wisconsin. We had a wonderful time touring the brewery, sampling the different beers and spending our money in the Leinenkugel gift shop. See the picture on page 3 of this newsletter.

After the Leinenkugel Brewery our next stop was Irvine Park of Chippewa Falls. This park is one of the most unique parks in Wisconsin. We drove through 300 acres that included a scenic dam, museum, tropical swimming pool, zoo with bears, buffalo, elk, deer, birds, and a petting zoo. This park is where we had our picnic lunch.

Following Lunch we took a drive on HWY 178 along the scenic Chippewa River, making numerous stops to enjoy the view. One of our stops was on the Historic Cobain Bridge. After a brief photo opportunity we crossed the bridge and headed to our supper destination, Fosters Riverview Inn. The meal was delicious, Prime Rib and Seafood! When we were done eating we drove back down the other side of the Chippewa River to Chippewa Falls and the AmericInn Motel. There we enjoyed socializing while drinking a few adult beverages. Some of us went for a swim in the pool.

Many thanks to all that helped put this together, Rae Mars & Wayne Soderbeck, Ken & Diane Merrill, and Steve & Diane Rindt. Join us next year to do it all again. See the Fall Gazette for details!

Odyssey to Carlisle 2002

or

How to find the local K-mart/ Wal-Mart without
actually asking for directions.

Submitted by MMGG Member Doug Madson

Illinois must have the roughest sections of interstate highway in the whole system. This whole thing was President Eisenhower's "baby" and he must be spinning in his grave. Not only is it bone-shattering, but you have to pay extra for parts of it, stopping what seems like every three to four miles to throw a few coins in a basket and waiting for the green light at the toll booth. What if you were on your way home from the airport after a couple of expensive weeks in Europe and you only had a few Euros or shillings in your pocket? Would the gremlin in the box throw them back at you? Even if you went through the "manual" lane, what would the "friendly attendant" do? I suppose a check for 40 cents would get it done. I've got a couple of old Greek drachmas (pre-Euro 1,000,000 to the dollar) in my lifetime change pile to sacrifice the next time we go through. Should be interesting.

Dan Iburg and I were droning (and bouncing) down I-74 on the way to Carlisle in the trusty 88 Ford 1 ton full of virtually priceless auto parts from the mother country. The big gray 460 cu in lump of iron under the hood wasn't even breathing hard. I kept seeing this car in my peripheral vision, thinking we had traffic right on our rear bumper and then remembered we were trailering the Citroen SM. Dan was hoping to find a buyer in Carlisle. There were always a number of Citroen-o-files in attendance with their funky cars.

MMGGers Tom Moerke and Ken Merrill had left home earlier in the morning and were taking a different route through Chicago that Tom had been told was a "piece of cake". Dan and I were taking the slightly longer southern route on I-74 and I-70 through Indianapolis and Columbus to the Pennsylvania Turnpike and the foreign auto parts Nirvana in Carlisle. Hadn't been there for a few years and we had accumulated a few "extra" items to tempt even the most frugal British car nut. We had a few really shiny bits that would attract them like crows to a piece of aluminum foil. The weather forecast for the weekend wasn't good, but we were optimistic. If it sold, we speculated what the buyer of the SM would have to do to explain the purchase to their spouse or significant other. They wouldn't have to worry about how it looked. Dan had a local detailer buff it out and it looked spectacular.

As we droned along and to pass the time, I suggested that maybe, as a public service to our fellow MMGGers, we should put together a "Top Ten" list of tips to make any old auto purchase easier for the aforementioned person to accept. After all we had extensive experience, having brought home about 100 cars between the two of us over the last 15 years.

- 1) Bring it home as clean as possible. Women don't like pigeon poop or small furry animals falling out of the hulk.
- 2) Inflate tires and put as much as possible of your new gem together even if it means just hanging wings, bonnet and boot lids on the hulk.
- 3) If it's really horrible, try to time your arrival after dark. Not only will your spouse probably not want to get out of bed to look at the purchase, it also keeps the hulk out of sight from prying neighbors. After all, if they see it, they will forever think you have lost your day job and become a junk dealer.

(Carlisle Continued on page 9)

(Carlisle Continued from page 8)

- 4) Occasionally bring one home that you really don't intend on keeping. You can then sell it in a short time to demonstrate a rare moment of fiscal responsibility.
- 5) Have readily available photos of restored examples or original sales brochures to help show her the "potential" of your latest gem.
- 6) Have the latest "Old Cars Price Guide" available to show the incredible value your hulk will eventually attain. At this point don't use the term "investment". You will need to save this excuse to explain why so many Big Brown trucks are stopping at your home with boxes from Moss and Victoria British.
- 7) Ask her opinion as to final colour of the exterior and interior. She might just think you are calling on her superior sense of taste. This might be a good thing. My spouse was the inspiration for the colour of our GT.
- 8) Even if you are dying to get started tearing the "thing" apart take your spouse out to a nice restaurant and get up early the next morning to start dismantling.
- 9) Tell her you bought the hulk from a sad widow and are actually doing Gods work.
- 10) Above all, don't take her along when you go to pick it up. Chances are slim you will actually bring it home.

Carlisle 2002 turned out to be as usual. Friday night it rained and blew so hard that the sides of the Ezy-Up started pulling away and I had to get out of my tent twice in my underwear in pouring rain to re-velcro the things to keep all our valuable bits from floating away. When I told Dan what I had to do the next morning (he was sleeping in the truck) he allowed that he was glad he didn't have to watch. My faithful old lawn chair finally went south and we had to go out to find the local Wal-Mart or K-mart (if it was still open) to purchase another. We drove into the night on Friday around much of the area near Carlisle and didn't find one. Of course, we knew there was one around, because we had been there several years ago. We did, however, have the satisfaction of not asking for directions.

The Kit Car display was really beautiful with virtually exact replicas of cars like the Lamborghini Diablo and Ford GT-40. We speculated about how many corporate attorneys were in the crowd trying to find an opening for a lawsuit.

We did sell most of our "shiny bits" and a deal on the SM was pending, but we had to take it home to sort out some title "inconsistencies" (it finally sold back in Minnesota to someone about 3 miles from Dan's place).

On Saturday night as Ken and I were in the "Mens" brushing our teeth we overheard a discussion about where someone could buy a case of motor oil (most likely some Triumph guys). Someone suggested K-mart and we listened intently for the directions. The local K-mart was still open and we had succeeded in finding out where it was without having to ask! By the way, my new lawn chair is a spiffy Martha Stewart creation in Navy Blue with fake wood arms that look remarkably like the dash on my last Subaru.

Safety Fast (and still not asking for directions)

Doug Madson

Tenth Annual "Grand Lake Tour" August 16-17, 2002

The tenth annual "Grand Lake Tour" will return to its original format in 2002 - an exciting and challenging trip around Lake Michigan! Join other MG and British car enthusiasts on Friday and Saturday, **August 16-17**, to find the shortest distance around Lake Michigan while finding some interesting and scenic checkpoints scattered throughout Michigan, Wisconsin, Illinois, and Indiana. Coordinated by TwoRickRacin' (a division of Team Fokowie) we know that you will not want to miss this test of man and machine! Entry is restricted to British cars 1981 and older. All participants must have a valid driver's license; all cars must be licensed, insured, and pass a technical inspection prior to leaving on the first leg. An odometer calibration run will equalize all cars entered into the rallye.

Base hotel for the rallye will be the **Hilton-Grand Rapids Airport** located at 4747 28th Street Southeast in Grand Rapids, MI. (616/957-0100) The rallye will begin and finish from this location. The MG V8 Register will also be having its annual convention at this hotel beginning on Wednesday. It would be advisable to arrive on Thursday as the rallye will begin at 8:00am on Friday. Participants will have until noon on Saturday to complete the run. Entry fee for the

Grand Lake Tour will be **\$25 per car**. Solo and team entrants are welcome. Unique dash plaques will be given to each participant; a traveling trophy, engraved with the solo class winners' names will be presented on Saturday. Winner of the solo class will be responsible for planning the 2003 Grand Lake Tour! *See you in Grand Rapids!*

Need more information? Then e-mail us at **mowog1@aol.com** OR **verheyco@worldnet.att.net**

Cheers! Rick Ingram and Rick Verhey, Rallye Masters

"Grand Lake Tour" Endurance Challenge August 16-17, 2002

Yes! I want to participate! I've PRINTED information about myself and my co-driver below! I've also included a \$25 check payable to:

Rick Ingram – Grand Lake Tour 2002

Car make and model: _____ Year: _____
(Car must be of British manufacture and made before 1981!)

Driver _____

Address: _____

City, State, ZIP: _____

E-mail: _____

Phone: (_____) _____

Co-Driver: _____

Address: _____

City, State, ZIP: _____

E-mail: _____

Phone: (_____) _____

Please be sure that all information is correct and legible.
Mail this form along with your check for \$25 to:

Grand Lake Tour 2002

c/o Rick Ingram

P.O.Box 588 – St. Joseph, IL 61873

Contact us at: **mowog1@aol.com** OR **verheyco@worldnet.att.net**

CLUB REGALIA

The following items are available for sale by contacting Rich Leslie at 763-754-2965 or via email at **rich-debathome@aol.com**. Do you have new ideas for club regalia? Let Rich know your thoughts.

Item	Quantity.	Description	Size	Cost
T-Shirts	Adult 1	Green w/maroon MG	XL	\$10.00
	1	Light blue	XXL	\$10.00
	Kids various	Call Rich		\$7.00
Polo Shirts	Adult 2	Cream	Med	\$15.00
	1	White	L	\$15.00
	1	White	XL	\$15.00
	4	Grey 2001	Med	\$15.00
Denim Shirts	Adult 1	Long Sleeve	Med	\$29.00
	4	Long Sleeve	XL	\$29.00
	1	Long Sleeve	XXL	\$29.00
Bumper Stickers	137	2001 Odyssey		\$0.25
Can Coolers	235	Grey w/red MG letters		\$1.50
Grill Badges	53			\$22.00
Other				
		MG 2001 Dash Plaques		See Dan Shidla
		MG 2001 Convention Pins		See Dan Shidla

We have talked about a new logo resembling the MG 2001 logo that was used this past summer at the MG 2001 event. After talking with the people that have made our clothing in the past, we are going to offer a new logo along with the original one. They are going to remove the "2001" from the trees and change the "St. Paul" to "Group". We will also have the option of putting your name on the shirt. Call me with your order. It will take about 2 weeks to get them after I turn the order in. Here are our options and costs.

Blue Denim shirt, long or short sleeve, Safety Fast on sleeve	
With original MG logo on shirt above pocket	\$24.00
With new MG 2001 logo on shirt above pocket	\$27.00
Name embroidered on front of shirt, other side	\$4.00
For XXL and XXXL sizes add	\$5.00
Shipping (would rather hand out at meetings)	\$3.00

Any questions please call me.
Rich Leslie 763-754-2965

Calendar of Events

Editors comments: This calendar will be continually modified and updated. The MMGG club is working closely with other British car clubs on a variety of activities. You are encouraged to attend any car club event.

- Ongoing Event **British Built Cars.** Informal car show **every Sunday through October.** 4:00 p.m. to 7:00 p.m. Sherlock's Home, Highway 62 and Shady Oak Road, Minnetonka, Mn. Contact Sherlock's 952-931-0203.
- August 10, 2002 **Ellingson's Swap Meet and Car Show.** Ellingson's Auto Museum, I-94 and Highway 101 in Rogers, Minnesota. Hosted by MMGG members Jim and Cindy Pennoyer; Phil and Darcie Vanner; and Brian and Jennifer McCullough. Check our website for more information - www.mmgg.org.
- August 15 - 18, 2002 **Abingdon Summer Party** in Abingdon, Ill. Hosted by the Chicagoland MG Car Club. Small American town Abingdon becomes English town Abingdon for a few days. Main street is closed off for our cars so you can drive in the Abingdon Gymkhana, enjoy Natter 'n' Noggin, and listen to Mr. John Twist. For further information contact the Chicagoland Club at www.chicagolandmgclub.com.
- August 24 & 25, 2002 **Mille Miglia Tour and Dinner Cruise.** Prescott to LaCrosse, WI. Hosted by Alfa Romeo. Details are still being worked out but the hope is that this will include a dinner cruise on the steam-powered paddleboat Julie Belle Swain. Contact: Ed Solstad 612-822-0569 or esolstad@pressenter.com.
- August 25, 2002 **InterMarque Picnic.** 1:00 PM, location to be determined. Informal pot-luck gathering. Interesting cars, interesting people, interesting food. Information: Andy Lindberg 651-292-8585 or andylinberg@earthlink.net.
- September 7, 2002 **Wheels and Wings.** Osceola, Wisconsin Hosted by Jerry and Nancy Strand. Always a good time. Plan to attend. Call Jerry at 715-386-5930 for more information.
- September 8, 2002 **British Car Festival (Field Day).** Palos Hills, IL. Hosted by the British Car Union. The 2001 event had over 780 British cars present on a rainy day. There are also some events on September 7. Contact www.qth.com/bcu/.
- September 14, 2002 **Photo Rally.** See page 3 for more detail. Rally will start at 12 PM (Noon) and should be great fun. Bring a picnic lunch and enjoy yourself. Contact Carl with your questions at 612-670-1056.
- September 21, 2002 **Gourmet/Scenic Tour.** Stockholm and Alma, WI. Hosted by Alfa Romeo. If you don't enjoy the food and the roads in this area, you may well need some serious help. Contact Ed Solstad 612-822-0569 or esolstad@pressenter.com.

- September 20 - 22, 2002 **Elkhart Lake Vintage Festival** presented by VSCDA (Vintage Sports Car Drivers Association). Featured marque not available. See the VSCDA web site for more information (www.vscda.org).
- October 5, 2002 **Fall Colour Tour** hosted by Doug and Mary Madson and Dan and Dianne Iberg. Route through the woods and dales of central Minnesota. Details to follow.
- November 9, 2002 **Annual Meeting of the MMGG**. Hosted by Dan and Jeanette Shidla. Details to follow.
- January 4, 2003 **Annual Holiday Party and MG Bucks Auction** Hosted by Simon and Lorna Bosworth and Al and Sharon Kelsey. Location will be 3M's Tartan Park Club House. Time to get crazy with our MG Bucks.
- June 5, 6, 7 & 8, 2003 **The Lake Superior Vintage Sports Car Rendezvous**. Annual rendezvous will be held in 2003 in Thunder Bay, Ontario. This year's (2002) event was great! Plan on attending. More information as it becomes available. For now contact Roger Rickards, 807-473-4882, email miniowners@sympatico.ca or visit the web site at www.tbvsc.ca.

ALL MG event! 2002 Photo Rally

Join other MG drivers from the MMGG and the MNMGTR for a scenic drive through Theo Wirth Parkway and the historic Minneapolis Kenwood neighborhood. There is more to this than simply a drive though.

The Photo Rally -- a annual tradition in the MNMGTR -- is a photo scavenger hunt where you are provided a starting and ending location, driving directions, a dozen photos (scrambled up) and some questions (also out of order). While you enjoy the beautiful drive, you must look out for clues and answers to the questions AND put the photos in order.

Bring a navigator and a picnic lunch. Prizes for First and Second Places!

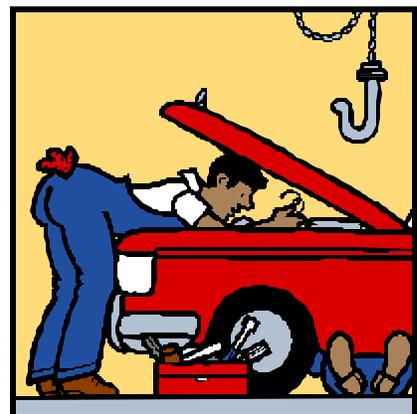
Rally will start at noon on Sat, Sept 14. **STARTING POINT FOR THE RALLY WILL BE PUBLISHED IN THE NEXT NEWSLETTER!** Any questions, call Carl at 612-670-1056.

Foreign

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Dan, Mike, Rick, Doug, Dustin
Call and inquire about our free pickup and
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Club Equipment Available

Our MG club has some excellent equipment for club member use. Dick Wallrich at Park Bus/Columbia Transit Company in St. Paul keeps our welders, engine hoist, pressure washer and tent. His telephone number is 651/644-1100. Our bullhorns, overhead projector and microphones/amps are available through Jerry Strand at 715/386-5930. For specifics, please refer to previous newsletters, our website or call for details.

MMGG Technical Advisors

The following people have expressed a willingness to answer questions and offer advice about these cars. Take them up on their offer.

Triple-M - Lew Palmer 651/436-7401

T-types - Bob Figenskau 952/935-7909

MGA - Mike Hirschman 763/391-5769

MGB - Randy Byboth 952/936-9335

Midgets—Dewey Frier 763/424-3286 or Brian McCullough 651/462-0145

Bodywork - Dewey Frier 763/424-3286

Intermarque Rally School May 5, June 16, July 14, August 4

All schools are at 1:30 p.m. at *Sherlock's Home*, Hwy. 62 & Shady Oak Road, Minnetonka. Rallying is a great way to get your classic out on the best sports car roads in the area. The Rally Masters have spent a lifetime learning where all the twisty-turnies are, and you can enjoy them too. You can be competitive if you want (timing your appearance at a check points by hundredths of a second) or you can just run the course as a tour (smelling the roses along the way). A few lessons on how to read rally instructions, however, probably wouldn't hurt. And might help you have a better time. Come to class and learn how rallyists decide which breath-taking road to select. The schools are being conducted by some of the premier rallyists in the Twin Cities Area. Contacts: Ed Solstad 612-822-0569 esolstad@pressenter.com; Sean Conolly 651-228-9368; Tom Hazen 612-871-6111 tom_hazen@adp.com; Steve Rixen 715-386-2880 steve@rixen.com.

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Brian McCullough

Forest Lake, Minnesota

651-462-0145

For Sale.....Wanted.....Misc.

Kind of classified rules: Minnesota MG Group members ads will run for three months, unless you tell the editor to drop them earlier or run them longer. The month/year the ad was placed is in italics below the ad.

Trade: Four used but very good chrome wheels rings (for Rostyle wheels). Will trade for a case of Theakston's 'Old Peculier' or a bottle of single malt.

Call Al Webster 651-436-5921
June 2002

For Sale: Set of 4 MGB wire wheels that are in pretty good shape, repainted silver. Asking \$250 or best offer. Contact Dave Meek at 612-799-5555.

July 2002

For Sale: 1980 MGB Limited Edition, Blk/Blk with 14,900 actual miles. Excellent Condition! All service done by Ernie West for past 5 years. \$12,750 (Serious only please). Bill Wickum at 218-847-3764

August 2002

For Sale: 1979 MG Midget. One owner, 28,000 miles, all original, never driven in rain or snow and always garaged. Excellent condition. Have to see it for yourself. You will never find one in this shape for the money. \$10,500.

Larry Steinhaus at 763-241-4858

August 2002

For Sale: 1974 MGB-GT, 77,xxx miles. Partially restored with many new engine and body parts. Runs fine and minimum rust. Needs finishing and painting. \$1,500.

Dave Coslett at 651-738-1421

August 2002

For Sale: 1974 MGB-GT with usual rust, a good interior, not run for 8 years and burned oil then. A parts car or for restoring. \$600.

Call Dale Paterson 715-549-6067

August 2002

For Sale: 1954 MG Magnette Z Type. Very good condition. New paint, brakes, exhaust system, battery. Restored interior. Runs well. \$3800 or best offer.

Call Rees Allison 651-523-2231

August 2002

For Sale: 1972 MGB radiator. Best offer.

Call Jeff at 651-735-0780

June 2002

For Sale: 1974 MGB convertible, all original, runs good, good condition, dark blue color, tan interior, 89,xxx miles. \$5500 or best offer.

Contact Larry at 651-578-7327

August 2002

For Sale: 1960 MGA Coupe project car. Frame, suspension, wire wheels, tyres, brakes, engine, transmission, rear end all completely rebuilt and assembled. Body is a solid California rust free body. There is about 10 square INCHES of rust on the car total. The paint has been stripped and it has accumulated a light coating of surface rust, most of which can be removed with your hands. All parts are included with the vehicle as well as most of a second identical car. No body or frame from the donor car. Ran out of room, ambition and leeway from my wife. I have at least \$6,000 in it not including labor, but will sacrifice for the first \$3500.

Kevin Mahoney at

507-332-0604 home,

800-201-7472 days,

or rylenfield@aol.com

August 2002

Minnesota MG Group Membership Application

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 \$25.00. 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 or renew your membership.

Please complete this form, write out a check for \$25.00 and mail to:

**Minnesota MG Group
1092 Golden Oaks Drive
Hudson, Wisconsin 54016**

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

Telephone w/area code: (_____) (_____) (_____)

Email address: _____

MG(s) Owned: _____

Minnesota MG Group
3599 Gershwin Court North
Oakdale, Minnesota 55128-3044

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