



# GAZETTE

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## February 15, 2003 Tech Session

*Submitted by MMGG Members Rich and Deb Leslie*

On February 15, 2003 we will have a tech session at *Precision Paint & Rust Removers*, Long Lake, Minnesota. This is a two-three person shop that does restorations on all types of cars. From my understanding *Precision Paint & Rust Removers* main selling point is their paint / rust stripping process. They do total restores as well as just stripping a small part. Everything is done on time and material basis.

For the members in our club that think it is totally disgusting to spend 2 to 3 hours in a dirty, stinky shop talking about "dumb car things" there are three antique / gift shops in the area to spend some quality time at.

To start our day lets meet at the Embers Restaurant at the corner of highway 12 and Brown Rd. in downtown Long Lake. This is located 6 miles West of the 394 and 494 intersection on 394, which is located on the West side of town. (394 is the same as old highway 12).

We are expected to be at *Precision Paint & Rust Removers* about 9:30 AM. The shop is about 1 mile west of Embers behind the McDonald's Restaurant so we should be leaving Embers about 9:20AM. Please join other MMGG members for breakfast or coffee. Otherwise, meet us at the shop. The address is 2415 West Industrial Boulevard.

This is planned to be a 2 to 3 hour session so hopefully you gift shoppers can show up about 12:00 Noon at the shop for some Domino's pizza and pop. Lunch will cost \$5.00 per person.

If you have any questions Please call me, Rich Leslie at 763-754-2965. Hope to 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.*

# The Oil on the Dipstick

By MMGG President Alan Kelsey

**E**arly spring (I don't call it winter anymore - it kinda makes spring last longer and there's more to talk about with the weather, like "boy, it's really cold for a spring day, don't you think?) is a time we usually have a tech session or two. I've noticed that we've never really gotten into the "why" of MGs. You know, the philosophies of cars. It's time to correct this major oversight (not to be confused with Colonel Oversight from Doug's old military outfit). While we don't have to compare and contrast the views of Kant and Niebur with respect to the European Common Market and Japanese auto import policies, there are a few things that just need to be said.

The first thing is we talk about having "drives" and

"dinner drives." Almost half of the people will be going on a *ride*. I suppose, since the majority will be going on a *drive*, we might as well call them that, but it has confused some of the members. Oh yes, I've heard some of the conversations in those cars. It really seems that both of the occupants think they are on a *drive*. I have news for you. If there isn't one of those round things in your face, you're on a *ride*. I've also noticed that it's easy to get legroom in an MG, but a bit harder to get room for other portions of my anatomy. No extra comments are necessary here.

Now these comments coming from the right-hand position don't always come from a female. If we measure them in volume and intensity, probably at

*(The Oil on the Dipstick 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, 15942 Harmony Way Ct., Apple Valley, Mn. 55124.** Visit us on the web at **WWW.MMGG.ORG.**

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*(The Oil on the Dipstick Continued from page 2)*

least half come from males when there is a member of the fairer sex on the left. Remember, Minnesota is a common property state. It won't make any difference who skinned more knuckles in the engine compartment. In many cases, it belongs to **both** of you. That means the one not behind the wheel really is on a *ride*.

Speaking of being on the right, have you noticed how dumb it is to put the driver on the left? This is more true in an MG than most cars. When one "fails to proceed" (read: breaks down), where do we have to get out to pretend we know how to fix it? Right into a bunch of traffic, that's where. With the position of the door relative to the seat position taking into account the normal length of legs in this country, there's no way to get out without opening that door all the way. For a small car, MGs have really big doors. Do you think they were designed with a certain member of the Royal Family in mind? So there we are, coasting to a stop, without a clue as to why this pile of metal isn't going anymore and looking forward to the distinct possibility that we'll be going home with a door sticking up behind our seat (that's the only place to put it once a semi rips it off for you).

About the only thing the Brits did right was to put the driver on the right side. Of course, they mucked that up by putting the curb on the wrong side of the street. Oh yes, don't even *think* about suggesting sliding across in an MG to exit from the other side. I tried that once and it took about three weeks for my voice to get lower again.

Another thing MG owners are fond of doing is parking a quarter of a mile from the mall entrance. "No one's parked out here so my beautiful baby won't get scratched," they think. As soon as you get into the mall so you're too far away to even yell at the idiot who parks next to you, this car parks right next to yours. There can be a square mile of empty parking places and the one that gets used is the one next to you.

Once I waited just inside the mall door to tell that

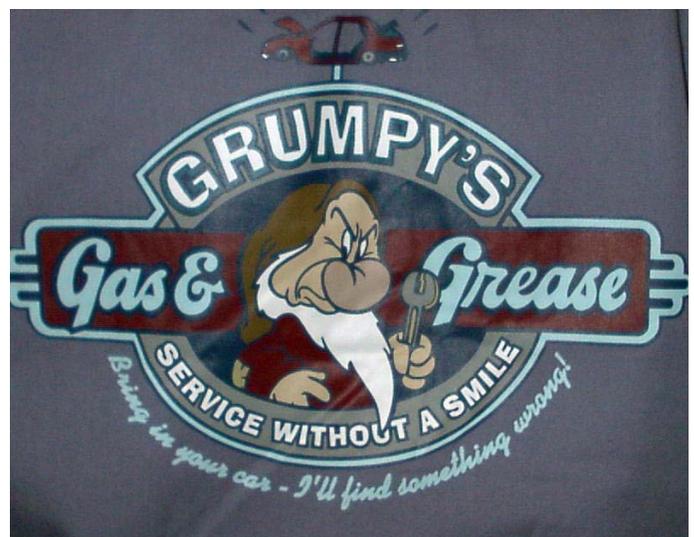
so-and-so just what I thought of her parking choice. But it seemed like she was muttering to herself all the way in and when the door opened I could hear her say, "I don't know **why** he makes me park all the way out there. God knows the jerk who's parked next to me could just as well open his door and then there'd be a dent ...." As she trailed off into the store area, I knew it wouldn't matter what I might say.

You should be very careful about letting people drive your MG right after you've spent your children's college fund to restore it. Stuff breaks. You want to brag a little so you invite someone to drive your car. The next thing you hear is, "Wow, that sure broke off easily. They don't make them like the originals, do they?" You know if you say something, there could be a lot more breakage before you get back to the group. Still, don't you want to take that turn signal lever and just put it someplace biological?

Well, that's probably enough rambling for this month. Make sure you seriously consider all of these important philosophical points before our next gathering. There could be a test.

Alan

Thanks to George Carlin, Napalm & Silly Putty, Hyperion Books, for a great deal of inspiration for this month's article.



## The Minnesota MG Group Statement of Revenues & Expenses for 2002.

## REVENUES:

Membership dues	\$ 3,790.00
Regalia sales	89.00
From the MG2001 Event	500.00
Donations	25.00
Checking account interest	10.66

TOTAL REVENUES:	<u>\$ 4,414.66</u>
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## EXPENSES:

Newsletter	\$ 3,607.11
MMGG equipment (Computer printer etc.)	430.98
MMGG Web costs	239.40
Regalia	423.00
Name badges	233.73
Bank charges (Fees & new checks)	28.45
Misc. expenses (Gifts, etc)	94.44

## Events:

<b>Holiday Party</b>	<b>\$ + 85.74</b>	
<b>Spring Kick-off</b>	<b>99.46</b>	
Feb Tech Session	182.06	
April Tech Session	89.46	
Brit Day	200.00	
Ellingson's (swap meet)	68.78	
<b>Wheels &amp; Wings</b>	<b>85.14</b>	
Annual Meeting	<u>253.00</u>	
<b>Total for Events:</b>		<b><u>\$ 892.27</u></b>

TOTAL EXPENSES:	<u>\$ 5,949.27</u>
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NET REVENUES:	- \$ 1,534.61
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Beginning balance on January 1, 2002	<u>\$ 6,352.11</u>
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BALANCE ON DECEMBER 31, 2002 .....	<u>\$ 4,817.50</u>
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## Special K

First Appearing in ClassicCars Magazine, Oct.  
2001

*Submitted by MMGG Member Tom Moerke*

*Transcribed by MMGG Member Luke Sorenson (thanks Luke!)*

British Motor Heritage nearly built this car, but in the end it was left to its former MD to do the job. The result is a Sprite that's as quick as a Lotus Exige. Words: David Lillywhite.

This car promises to be entertaining and intriguing. Or maybe that should read dangerous. Here we have a Mk III Austin-Healy Sprite, once an appropriately *spritely* little fellow with its 50bhp. Except that this particular Sprite produces almost 170bhp. Ho hum.

And then there's the intrigue: This car is owned by one Brian Cameron, former managing director of British Motor Heritage. Brian moved there from Rover in late 1995, during the last days of the MB RV, the new-old sports car which was based around Heritage's new MGB bodyshells.

It wasn't long before Brian began thinking that the Heritage Sprite/Midget (or 'Spridget') shell could be used in just the same way. The A-series engine, which powered all but the late Midget 1500s, was still being made for the Mini, that that was front-wheel-drive and close to extinction. But the MGF, and various Rover saloons, were powered by the company's K-series, already hailed as one of the best modern engines about.

Brian is convinced that a re-engineered K-series model could have become 'the Spridget version of the MD RV8,' as he puts it. But there was lots going on at Heritage then, and never enough time to investigate Brian's idea any further. He wasn't going to give it up though, so when he left Heritage in February 1998 he decided to build his own K-series Spridget.

And here it is, sitting innocuously at Knockhill circuit – Scotland's answer to Spa – right down the rain and mist – showing few external signs of its

potent underpinnings. There's the lack of bumpers – inspired by a chat with none other than Ian Callum, designer of the Aston Martin DB7 (Brian doesn't do things by halves) – and unusually fat set of Yokohama Advan tyres on Minilite wheels. A glance inside reveals harnesses and a body-colour dashboard (it's usually crackle black) but little else. So come on Brian, tell us about this machine that you've dragged us to Scotland to see.

'From my knowledge of Rover I knew that the Midget was never fully developed because of the MGB – the two couldn't compete too closely,' he says. 'I thought I could build a Caterham beater. Not an out-and-out racer, just a fun car; a good excuse not to cut the grass on Sunday. It was like a journey without a destination – what we could do with the car?'

That question was made easier to answer by MB specialists Frontline Spridget, which at the time was moving up from its established Toyota five-speed conversion to develop a K-series engine and Ford five-speed gearbox fitment for Sprites and Midgets. So Brian commissioned Frontline's Tim Fenna to build him his ultimate classic sports car.

Frontline started with a Heritage bodyshell, using the Sprite that Brian had owned since 1986 as the donor. Hightone Restorations prepared the shell, then handed it over to Tim Fenna at Frontline to fit the new mechanicals. At the heart of it was a 1.8-litre K-series, fitted with Piper mild road camshafts, a Frontline 4-2-1 exhaust manifold and single-silencer system and an Emerald M3DK ECU – the black box that controls ignition and fuel injection. That's enough for 167bhp and 132lb ft of torque.

Looking at it, you'd think the Spridget had been designed for this engine, it fits so well. Frontline has spent so much time developing the K-series Spridget conversion that just eight holes have to be drilled in the chassis, for chassis strengtheners and engine mounts. The heater tray has to be cut out, modified and refitted, and the battery tray repositioned, but nothing structural is chopped away,

*(Special K Continued on page 6)*

*(Special K Continued from page 5)*

unlike some of the other conversions about. Even for the five-speed gearbox, the only mods are a new hole in the top of the tunnel for the gearlever and a new gearbox crossmember.

It looks good packed into that little engine bay. But that's nothing to how good it sounds when it fires up, with an evocatively rasping snarl, already promising plenty. It feels great too, with a light clutch, well-spaced pedals and the gearlever cranked forwards a touch for perfect positioning. The impression is of a supremely well put together machine. Which is encouraging when you consider that at 700kg, its power-to-weight ration is identical to that of a manic Lotus Exige.

We couldn't resist bringing an Exige along for comparison – it's not like you'd be tossing up between the two, but it sure makes for an interesting comparison – especially with the tight curves of the circuit and the take-no-prisoners twists, climbs and banzai straights of the near-deserted surrounding roads to check out.

More of that later, because for now we're off round the circuit in the Sprite, first marveling at the smoothness of the take off, then gasping at the sheer acceleration. Road cars generally fell slow at the tracks – fact – but the Sprite is accelerating like a true racer. Through the gears you take it right up to 7000rpm, without worrying about power bands or temperament. This little Sprite flies on demand.

Later testing reveals that the accelerations is extraordinary, rocketing from nought to 60mph in a phenomenal 4.6 seconds. It's hard to believe, despite the power, because your typical tuned Spridget will tramp its back wheels up and down when asked to pull away on a grippy surface and simply wheelspin on a slippery one. It just wasn't designed to put down so much power.

Incredibly, there's none of that from this Sprite. A peer underneath doesn't necessarily explain why not, although it does reveal that someone's been a bit clever – there are extra links attached between

axle and body here, there and everywhere. Two are anti-tramp bars, which attach at either end of the axle and run forward to mounts on the body. They prevent the semi-elliptic leaf springs from winding up, which is the main cause of axle tramp – that nasty thud-thud-thud that lets you know that the rear wheels are virtually bouncing up and down on the tarmac rather than propelling the car forwards.

But what are the other bars? 'Ah, that will be the RTL,' says Tim Fenna, not entirely usefully. Turns out that Tim, one of those disturbingly clever engineers who applies science to greasy metal, has adapted a suspension linkage initially devised for single seater racing cars. That version allowed just 1.5in of suspension movement – little use for a road car – but Tim's version combines full suspension travel with perfect lateral location of the axle, and the ability to adjust the height of the roll center.

Lost? Well, it just means that the axle doesn't skip about from side to side in relation to the body. It can't twist either and that handling can be honed by moving the pivot bars around. Oh, and RTL stands for rear traction-control link. It's now a Frontline product for Spridgets and MGBs (for just over 300 pounds). With lowered leaf springs and Avo telescopic dampers, this is about as sorted as a Spridgets rear suspension can get, short of going to coil springs (which Brain is considering.).

Its effects are as stunning as the power delivery. Down the straights you fly, braking hard and banging back through the gears as the next corner approaches way too fast. All the time the exhaust is rasping its sharp little tunes, aurally documenting your every move. Turn in and – whoa – you've almost gone in too early, so direct are the responses. The back nips out, but corrects so easily you can almost fool yourself that you're a top driver. And then it's foot down again and back up the gearbox, revving through to the 7000rpm redline in each gear, grinning like a madman and marveling at the perfect ratios.

After a few laps you're breathless with the sheer excitement of it all. Knockhill's own Paul Scott, vet-

*(Special K Continued on page 7)*

*(Special K Continued from page 6)*

eran racecar tester, is persuaded to have a go, and changes from cool sceptic to grinning idiot in two laps. 'It's incredible, eh!' he shouts in his strong Scottish accent as he jumps out. 'What a handful! It's brilliant! A wee big handful!' and he runs off for another go.

He's right too, and as we watch (and hear) him push ever harder round Knockhill until he spins on to the grass. We can't help but marvel at the engineering and thought that's gone into Brian's Sprite. There's no one thing that makes it special, it's all down to the way everything works as a package.

The power delivery of the K-series is spot on, with just enough torque to make for an easy drive, but as potent as you could ask for. It's matched perfectly by the gear ratios of the Ford T9 box, which is from a v6, because that gives better ratios than the unit out of the four-cylinder Fords. The 4.2:1 limited-slip diff operates unobtrusively, without ever upsetting the handling, and Brian doesn't have to worry about the rest of the drivetrain handling the power and torque, because Time has fitted EN40 nitrided halfshafts and converted the rear hubs to double bearing (to prevent the halfshafts flexing, and improving stability under hard cornering).

We already know about the rear suspension; at the front is one of the longest-established frontline products, the telescopic damper conversion. Say goodbye to the lever arm dampers that also act as upper wishbones. Say hello to sturdy new wishbones and Avo adjustable shocks. The coil springs are 340lb, lowered an inch, there's an 11/16in anti-roll bar and the bushes are polyurethane. There, that's given away most of Tim's trade secrets.

But he won't tell us where the calipers and discs came from for the rear disc brake conversion, although we can tell you that the discs are 8.5in diameter with Mintex 1144pads if you're really craving technical detail. The front discs are 9in and cross-drilled for extra grip and cooling. Of course they're Frontline products - and, boy, do they work

well. It's the way everything works so well that really impresses. When we arrived at Knockhill, the Sprite had already endured a full circuit test, by which time many a classic would have been panting oil fumes and doing a fine impersonation of a kettle. Not this one. Taking advantage of drying roads and a heart-warming lack of traffic, we go hooning - there's no other word for it - in a manner which would have seen us pulled over within minutes in the south-east.

And if you were expecting the Sprite to struggle on the bumpy roads away from the smooth tarmac of Knockhill, you'll be sadly disappointed - it was just as impressive. Sure, the ride is a little jiggly, sitting as you are almost on top of the rear axle, but it's no better or worse than a stock Spridget. Anyway, the ultimate test for a small, hard-sprung powerhouse like this is always going to be bumpy corners: The Sprite quickly whangs through them, unfazed by changes in surface, minor potholes and even unexpected puddles.

You really could drive this little car a long, long way. The fifth gear and the relative lack of engine noise (3700rpm at 70mph) after a hard-pushed A-series would help negate the battering you get from the wind, or the flapping of the hood should you choose to drive it with some protection from the elements. It's the ultimate classic fun car; not so expensive that you'd panic about pushing it hard on the road or in competition, reliable enough not to worry about breakdowns or overheating, and fast enough to scare yourself silly. As Brian says, 'If you're a petrolhead, this is where it's at!'

1965 Austin-Healy Sprite

**Engine** 1796cc, Rover K series 4-cyl, dohc, fuel injection

**Power and torque** 167bhp @ 6800rpm 132lb ft @4800rpm

**Transmission** Five-speed Ford MT75 gearbox, Tran-X lsd, rear wheel drive

**Brakes** Cross-drilled discs front, discs rear

**Suspension** Front: twin wishbones coil springs, Avo telescopic

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(Special K Continued from page 7)

dampers, anti-roll bar Rear: live axle, semi-elliptic leaf springs, Avotelescopic dampers, anti-tramp bars, RTL linkage

**Weight** 1545lb700kg)

**Performance** Top speed: 120mph (est) 0-60mph: 4.6 sec

**Cost new** 611 pounds (standard MKIII)

**Value now** 20,000 pounds.

### Sprite vs Exige

Now of all the comparisons you might make between old and new machinery, a 1965 Sprite versus a new Lotus Exige isn't the most immediate choice. But think about it: Both were built as extreme road and occasional track day and competition cars. Both have K-series engines. Both are impractical by modern day standards. And both are a right laugh to drive, to the point of adrenaline-fuelled hysteria...

The Exige is the mad version of the excellent Lotus Ellise. Like that model, it's mid-engine, based around an extruded aluminum structure, and pared to basics. Unlike the Elise, it has a roof, a see-through engine cover, 178bhp as standard and costs 33,000 pounds. It weighs about 770kg, which is just 70 more than the Sprite, and it will pull 136mph and a 0-60mph of 4.7 seconds. So, top speed aside, the two cars are virtually identical. Looking at them side by side, it seems incredible that the two can compete. The Exige looks way more aggressive, while the Sprite just sits innocently in its shadow. Fire them up and perceptions change.

The Exige sounds great, but it has to rely on a quieter, higher-pitched buzziness to get it through noise regs. The Sprite sounds more potent, although slightly less revvy. Inside, the Exige's wide sills and narrow center tunnel squeeze its occupants closer together than in the Sprite. The views forward couldn't be more different.

Curiously, where the Sprite is tractable from really low down, pulling high gears at low speeds without complaining, and perfectly happy to trundle along

at traffic jam pace, the Exige shunts back and forwards on its transmission, not sure what to do with itself. There's nothing low down in the rev range, and you have to work it really hard to get moving. But when it's there, it's just as thrilling as the Sprite.

Brain's not saying how much he's spent, but Tim says he'd build a similar car for 20,000 pounds. The Exige's owners, John and Debby Fuller, wouldn't consider buying a Sprite instead of their beloved Exige, but are deeply impressed by the older car's performance. When you put it into context with one of the finest modern day sports cars in existence, who wouldn't be?

2000 Lotus Exige

**Engine** 1796cc, Rover K-series, four-cyl, dohc, fuel injection

**Power and Torque**

178bhp @ 7700rpm; 127lb ft @ 6750rpm

**Transmission** Five-speed, rear-wheel drive

**Suspension** Front: wishbone, coil springs, telescopic dampers, Rear: wishbones, coil springs, telescopic dampers

**Brakes** Ventilated discs front, discs rear

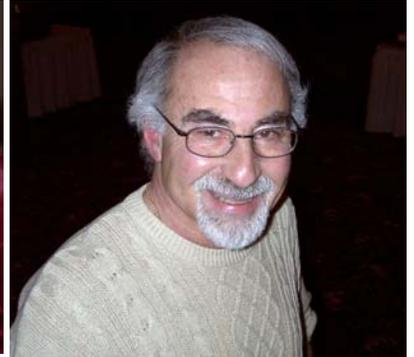
**Weight** 1700 lb (770kg)

**Performance** Top speed: 136mph; 0-60mph: 4.7sec

**Cost new** 32,995 pounds

**Value now** 30,000 pounds





## REGALIA UPDATE

We now have a web site to view all the merchandise available for our club to purchase. The web site address is ***amaril.com***. We are currently looking at polo shirts, including some special requests for different colors to match owners' cars. On the web site, under the Tri-Mountain Collection, you will find three styles we are going to start taking orders for. I will be placing an order in the middle of March. The styles are 102, 105 and 106. There are 16 colors to choose from. There are a few shirt colors that our logo will not look good on. I have left this up to the professionals making our shirts to decide which ones need to be altered to different colors for our logo. I will let you know in advance if you would be affected by this. The prices will be what are advertised on the web plus \$5.00 for logo and \$3.00 for name. I'll always have them round off to the even dollar so I don't have to deal with change.

If you have any questions please call me.

Rich Leslie 763-754-2965

## Tech Tip

# Radiator Caps

*Submitted by Ernie and Rhea West  
Proprietors of Dead Lake Motors*

So simple, so important, so misunderstood, so ignored.

It isn't just to keep bugs out of the inside of the cooling system. Those are saved for the outside. No, its main job is to maintain a set pressure for the cooling system to operate under. The reason for pressure in a cooling system is two fold. First, for each pound the system is pressurized, the coolants boiling point is raised 2° to 3°F. And second each pound it's raised improves the radiators efficiency 2%. With a little math, that means with a 15 pound cap the coolant won't boil till 240° to 260°, and the radiator can get rid of 30% more heat. And that's just at sea level; figures are even more impressive at high elevations. Here's another plus that's important here in Minnesota's winters, the same 15 pound cap will help your heater put out 30% more heat. (See, I told you that cap was important). These figures vary a little with the mixture of water and antifreeze that are used, plus any other additives. But for a typical 50/50 mixture they're pretty close.

Next, why not put a 30 pound cap on? Cause the radiators, hoses, and especially heater cores won't handle 30 pounds unless built to handle that pressure. I think I read that some new vehicles have 27pound systems and run normal temps of up to 280°. Scary huh. But back to most of our car club needs. In a nutshell, do what the book says. Gerry at NAPA will gladly tell you what you need. Some things to look for:

1. Make sure the cap has the correct reach.  
There are different depths to the sealing surface.
2. Make sure the sealing surface is smooth, with no dirt build up.
3. Make sure the rubber seal isn't split or deteriorated too much.
4. And the pound rating is correct for your car.
5. If any doubt, have the cap tested.

I have a tester that fits most caps if you want to borrow it. Now if that isn't enough, many later cars have caps with a double seal that allows the radiator to be filled completely. These systems always have a separate catch bottle or tank that captures the overflow, then as the engine cools off it pulls the coolant back into the radiator. The benefit of this is not the slight increase of coolant capacity, but the fact that it eliminates air in the main cooling system.

Remember, even using the recommended cap, you still must have a sound radiator and heater core, plus the hoses can't be ballooned or the clamps loose.

Doctor Ernie

## GT Cars Open House

*Submitted by GT Cars*

Once again, GT Cars will be hosting three open houses during the winter months. The dates are Saturday January 4th, Saturday February 1st, and Saturday March 1st. The location is 950 West 94th Street in Bloomington and the hours are nine till noon. Refreshments will be served.

If you have not stopped in for a while, we have remodeled, installed a new computer system, added hoists, and will soon have a new web site and used auto dealers license.

Please stop and see us. We look forward to seeing you. Have a safe and happy new year!

John Natole, Mike Karch, Jay Dekko

The short fortune-teller who escaped from prison  
was a small medium at large.

He had a photographic memory that was never  
developed.

## MG's To Be Made In India

*Submitted by Geoff Wheatley via MMGG Member Bob Figenskau*

December 20<sup>th</sup>, 2002.

MG Rover announces new small car. The new Rover MG based on the Tata Indica platform will be manufactured to Rover MG design in India by Tata Engineering, at its Pune factory. It will be sold throughout the UK and Europe by the current MG Rover dealerships!

Mr. K. Howe, C.E.O. MG Rover said: "This new car will fit perfectly into our existing product portfolio and will reach a new customer base. We are delighted to have concluded this manufacturing agreement with Tata Engineering".

Ratan Tata, chairman of Tata Engineering said: "We are very pleased to be manufacturing MG Rover's new small car at our plant in Pune and see this as a great endorsement of our engineering expertise". Tata is a major conglomerate based in India. The \$9 billion group comprises 80 companies and has 225,000 employees.

Question: Why is this British car being made in India?

Answer: It is the most cost effective way to make this car. In reality this new small car is derived from the Tata Indica, a small car that is already in production in India.

Question: How will Longwall workers view this decision?

Answer: They should not be concerned. Longbridge serves an established UK market.

Question: Did you consider making this car in the UK?

Answer: In the current economic climate it would not be plausible to make such a car in the UK.

Question: How different will this new car be from the Indica?

Answer: The Indica is a well-designed car and there is little need to make major changes. It will be modified to meet Rover MG customer needs...we will say no more that this until the car is unveiled.

Question: Has Tata replaced your relationship with China Brilliance?

Answer: No.

Question: In which countries will you sell this new car?

Answer: We will sell through all our existing UK and European dealers.

# Calendar of Events

Let's have some fun!

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, 2003 **British Built Cars.** Informal car show every **Sunday, May 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.
- February 15, 2003 **Tech Session.** See front page of this newsletter. Contact Rich Leslie at 763-754-2965.
- February 22, 2003 **Lucas Flamethrower Rally.** Start and end in Red Wing, Mn. Hosted by Arrowhead Sports Car Club. Rallymaster Ed Solstad. For more information [www.arrowheadsc.org](http://www.arrowheadsc.org) or call Ed at 612-822-0569.
- February 23, 2003 **British Car Swap Meet & Autojumble.** Sponsored by the Chicagoland MG Club, this event is held at the DuPage County Fairgrounds, Wheaton, Il. Time is 8 AM to 3 PM. For more information contact Jim Evans at 630-858-8192 or Dave Mullis at 630-916-7358 or on the web at [www.britishcarswap.info](http://www.britishcarswap.info).
- March 15, 2003 **Kickoff Brunch.** "My Big Fat Greek Kickoff Bunch" at Santorini's Taverna and Grill in Golden Valley. The Village Room is reserved and we will drink our coffee under the grape-covered pergola! Cost will be \$17.50 a person. Contact Elena Pierce at 651-777-8088. OPA!!!!
- March 22, 2003 **2003 Intermarque Go Kart Challenge.** Sponsored by the Minnesota Jaguar Club. Location Pro Kart Indoors in Blaine, Mn. 8 to 9 orientation. 9 to 11 track time. Coffee and rolls provided. Lunch and awards at Noon. Limited to licensed drivers. Entry fee \$32.00. An the karts are *fast!* For more information call Peter Griffin at 612-922-3917 or email him at [pgrif888@aol.com](mailto:pgrif888@aol.com).
- April ?, 2003 **Tech Session at Midwest Motor Sports.** More detail to come. Contact Dan Iberg at 320-252-0598 or [www.danielmms@aol.com](http://www.danielmms@aol.com).
- May 18, 2003 **Intermarque Spring Banquet and Car Show** at Sherlock's Home, Minnetonka, Mn. Hosted by the Intermarque Council. Details to follow.
- June 5-8, 2003 **The Lake Superior Vintage Sports Car Rendezvous.** Annual rendezvous will be held in Thunder Bay, Ontario. Canada. The 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](mailto:miniowners@sympatico.ca) or visit the web site at [www.tbvscc.ca](http://www.tbvscc.ca).
- June 19-22, 2003 **MG2003** North American MGB Register, St. Louis, MO. More information at [www.british-cars.org.uk/kimber/nambr](http://www.british-cars.org.uk/kimber/nambr).
- June 20-22, 2003 **Silverstone, England.** Some MMGG members are going to the races in Silverstone. Then be tourists. Interested? Contact Jon Masley 651-779-8605 or Elena Pierce 651-777-8088.
- July 5, 2003 **Vintage Voyagers "Original" Blast from the Past Car Show.** Held in Chetek, Wisconsin (73.0 miles from Hudson). Hosted by Steve and Diane Rindt. Starts at 9:00 am and you can enjoy food, crafts, music and a great car show with a foreign car class! Following the car show join Steve and Diane for a scenic drive through North Western Wisconsin to the supper destination, "Foster's River View Inn" for a Prime Rib and Seafood buffet. (Continued on page 13).

- Continued from page 12
- Head home from there or stay the night at Country Inn & Suites in Chippewa Falls (715-720-1414). Tell them you are with the MMGG for the special room rate of \$72.00. Make your reservations by June 5th. Contact Steve and Diane for more information. 715-832-8316 or [sdrindt@msn.com](mailto:sdrindt@msn.com).
- July 14-18, 2003 **GT28 North American MGA Register Get Together**, Welches, Oregon. Hosted by the Columbia Gorge MGA Club. Info: Pat & Kenny Snyder 360-263-4047; Mark Hadley 503-771-7576 or [markhadley@aol.com](mailto:markhadley@aol.com), or [www.british-cars.org.uk/kimber/namgar](http://www.british-cars.org.uk/kimber/namgar).
- July 22-24, 2003 **GOF Central** hosted by the Milwaukee & Greatlakes MG Motorcar Group (MGMGMG) in Delavan, Wi. (SE corner of Wisc.). The 25th year Gathering Of the Faithful. Host hotel is the newly renovated Lake Lawn Resort. For more information call Kristi Mirocha at 262-786-6763 or email her at [mirocha@execpc.com](mailto:mirocha@execpc.com).
- July 26, 2003 **Rally in the Valley**, a.k.a. Chippewa Falls Road Trip. Kicks off in Chippewa Falls Wisconsin (72.0 miles from Hudson). Hosted by Steve and Diane Rindt. Join us in a tour of the Legendary Leinenkugel Brewery. Then enjoy a good old-fashioned Poker Run as we twist and turn our way through the beautiful back roads of Wisconsin to our dinner destination. Prizes will be awarded. Head home from there or stay the night for Natter & Nogging at the AmericInn Motel in Chippewa Falls (715-723-5711). Tell them you are with the MMGG for the special room rate of \$89.10 & make your reservations by June 26<sup>th</sup>. Contact Steve & Diane for more information ([sdrindt@msn.com](mailto:sdrindt@msn.com)) or call (715-832-8316).
- August 9, 2003 **Ellingson's Swap Meet and Car Show**. Ellingson's Auto Museum, I-94 and highway 101 in Rogers, Minnesota. Hosted by MMGG members Phil and Darcy Vanner; Jim and Cindy Pennoyer; Brian and Jennifer McCullough. This might become an Intermarque event. More detail as it becomes available.
- August 21-24, 2003 **Road America 500, the American Le Mans Series**. At Elkhart Lakes, Wisconsin. See their web site at [www.roadamerica.com](http://www.roadamerica.com).
- September 6, 2003 **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 12, 2003 **North St. Paul Car Show** and "Pierce's" Bar and Grill. Meet in downtown North St. Paul anytime after 5 P.M. Plenty of food vendors on the street, plus local restaurants. Bring your lawn chair. Later continue the gathering at Elena Pierce's home. Call Elena for information at 651-777-8088.
- September 19-21, 2003 **Elkhart Lake Vintage Fall Festival** presented by VSCDA (Vintage Sports Car Drivers Association). Featured marque not available at this time. See the VSCDA web site for more information ([www.vscda.org](http://www.vscda.org)).
- October 4, 2003 **Fall Colour Tour**.
- November 15, 2003 **Annual Business Meeting**.
- January 24, 2004 **Annual Holiday Party and MG Bucks Auction**. Hosted by Phyllis and Keith Galberth and Jim and Cindy Pennoyer. More details later.

## 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 bull-horns, 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** - Brian McCullough 651/462-0145

**Bodywork** - Open

**FOR SALE:** 1987 Jaguar XJ-6 Series III Last year pre-Ford. 99,000 miles on completely original not-monkeyed-with car. Less than 10,000 on brakes and tires. I've driven it for 6 years with no trouble. Dark metallic green paint, camel colored leather and English walnut in fine condition. Florida car. No salt, sea or sun. The only rust you'll see is on the undercarriage, and very little. Took me years to find a Series III in this condition. If you love cars, and want to be possessed of and by a major style icon, this car will make you feel great. I've never had a car that makes people express love for it like this one does. And the view down that long bonnet arched to cover but not hide from consciousness that historic engine, is priceless. The car however, is only \$8199. Tony Lowe Home 952-922-7843 or Work 952-937-4529 *February, 2003*

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Forest Lake, Minnesota  
651-462-0145

## The MG Store

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## 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.*

**Wanted:** MGB Aluminum Hood. Any color, no wrinkles. Call me with details please.  
Steve Nichols at 763-427-2931

*January, 2003*

**Wanted:** I would like to talk to anyone who has had any experience buying a car on e-bay. Call Jeff at 651-735-0780. Or  
e-mail: [geoffreyhalston@usfamily.net](mailto:geoffreyhalston@usfamily.net)

*February, 2003*

**For Sale:** 1972 Midget, 76000 miles. Rust free. New parts include tires, rear brakes and cylinders, fuel pump, water pump, starter, alternator, windshield washer motor, clutch slave cylinder, front shocks, plugs, points, condenser, paint and carpet. \$5,500.

Jim Gadke at 715-452-5454 or  
[nsbar194@hotmail.com](mailto:nsbar194@hotmail.com)

*January, 2003*

**For Sale:** 1971 MGB Roadster, 20+ year owner, flame red, driven 10,000 miles since 1982, wire wheels, very good condition, solid body, reliable and well above average mechanically. \$6150.

Dave at 763-546-2173

*February, 2003*

**FOR SALE:** 1957 MGA Roadster Excellent driver or resto candidate. 1200 miles on complete major engine overhaul by Quality Coaches. Approx 10,000 miles on new transmission, brakes. Car looks good from 50 feet. Red Paint is faded. Frame not rusty. No visible body rust-through. There is rust, as surely as taxes and death, but less than with most unrestored cars. I have owned and driven this car for 9 years, but won't get around to restoring it. You won't have to restore it to enjoy it either, but if you do, this steel-wheeled car comes with all parts to convert to wires (if you know MGA's, you'll know that is a lot of parts), plus a set of new interior panels and carpets, plus some other small spares. \$8249. Tony Lowe Home 952-922-7843 or Work 952-937-4529

*February, 2003*

**For Sale:** Lots and lots of books.  
Contact Bill Juettner at 208 / 265-8271

Harley Davidson, the American Motorcycle Allan Girdler \$25

The Golden Age of the American Racing Car Griffith Bergeson \$130

Morgan, Pride of the British John Sheally \$60

Famous Marques of Britain Jonathan Wood \$40

The Pictorial History of the Car Peter Roberts \$20

History of the Motor Car Marea Matteucci \$50

Complete Illustrated Encyclopedia of the World's Motorcycles \$35

Whatever Became of the Baby Austin John Underwood \$100

The Traditional English Pub Ben Davis \$35

Harley Davidson, A Pictorial Celebration \$15

The Ultimate Motorcycle \$25

The Great Cars Ralph Stein \$20

The Austin, 1905---1952 R J Wyatt \$66

Bentley, 1919-1931 Autocar \$20

Great Racing Cars and Drivers Charles Fox \$40

The T Series MGs Graham Robson \$45

MG Sports Autocar \$20

MG The Book of the Car Anders Clausager \$22

MG Cras 1948-1951 \$25

MG Sports Cars Autocar \$55

The MGA, MGB, MGC Graham Robson \$35

Great Marques, Bugatti H G Conway \$35

The MG Workshop Manual, M Type to TF Blower \$30

Postwar MG & Morgan Blakemore & Rasmussen \$50

*January, 2003*

**For Sale:** 1970 MGB Roadster. Completely restored and ready to drive. Dependable, fast, over-drive. All new or rebuilt. Bronze yellow with a black top. \$7,000.

Chris Sorenson at 320-259-1919

*January, 2003*

# 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 \$30.00. 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 \$30.00 and mail to:

**Minnesota MG Group**  
**2247 W. Roselawn Avenue**  
**Roseville, Minnesota 55113-5347**

Name: \_\_\_\_\_

Name of spouse/partner/significant other: \_\_\_\_\_

Street Address: \_\_\_\_\_

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Telephone w/area code: (\_\_\_\_) (\_\_\_\_) (\_\_\_\_)

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