



GAZETTE

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Wheels & Wings

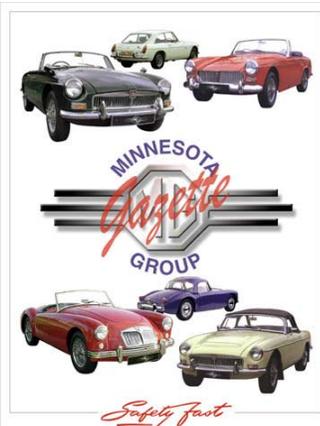
**Saturday, September 6th - Osceola, WI.
(8:00 am to 4:00 pm)**

Submitted by MMGG Members Jerry and Nancy Strand

This is one of our "Big Events" of the year with a lot of cars on display. The event is put on by "Classic Motorbooks" and is their annual open house. Included in this event are the car show, an airplane show and a tent sale where all books are 50% off. There are usually close to 1,000 cars of all types there and even with all that attendance, the MG club has been very successful in bringing home the trophy for the club with the most cars present. The Triumphs have been our closest rivals so let's keep up the good showing.

This is a car show where spouses have plenty to do besides look at cars. If the past is any indicator, the town of Osceola has art and

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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.

Two Fall Tours Planned Mark Your Calendar Now

September 13

Tour Pepin County, Wisc.

Submitted by MMGG Member Annette Fisher

Join others as we take a leisurely tour of Pepin County, Wisconsin. Meet at 9:30 am at Point Douglas Park. We depart promptly at 10 am. Pack a picnic lunch or purchase it in Pepin. We will all eat

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October 4

Fall Color Tour

Submitted by MMGG Member Dawn Williams and Austin-Healey Members Greg & Nancy Lauser

**Healey, MG Marques
Joining Forces for
Fall Color Tour of the St.
Croix River Region**

(Fall Color Tour Continued on page 8)

The Oil on the Dipstick

By MMGG President Alan Kelsey

Car Restoration – Suggestions From Friends

In the movie, “El Dorado,” starring John Wayne and James Caan, the Caan character is more of a comedy sidekick. At one point, after being mightily harassed, he proclaims, “I am surrounded by a host of friends!”

You might remember that Glenn and Annette Fisher noted that Sharon and I have embarked on a few of these “flights of restorative fancy” over the

years. Due to a very strange accident where our 1970 was “encountered” by our Cierra on an exit ramp with only one driver between the two cars, we stripped everything off and had the body repaired and painted. Now when I say everything, I mean **everything!** All the chrome came off down to the door handles and mirrors. We even removed the windshield.

We have enjoyed going on longer drives, like out to

(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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(Dipstick Continued from page 2)

Petersborough, Ontario, Vancouver, BC, and Thunder Bay. Overdrive can make a big difference so we swapped our transmission for one with overdrive. All totaled, I think we've pulled the engine three or four times.

Before I go any further, I want to seriously say that without our friends in the club, none of this would have been possible. Too many of you to mention have been willing to come over in good weather and bad to help us get the car back together. The expertise and good will you brought to these projects was overwhelming. Thank you!

HOWEVER ... it should also be noted that friends can "add" to MG projects in some very interesting ways.

One of the first things we had done to our 1970 (after a different accident – don't ask) was to have the color restored to the darker "British Racing" green. Being on a tighter budget, we had the body shop skip painting the engine compartment and we thought we might do that later. After more than a few comments about our two-toned car, we decided the time was right to paint.

Naturally, I took off everything I thought I could from near the engine, down to the oil cooler and radiator. The only thing that remained was the wiring harness and the engine itself. I knew that John Eaton had painted his engine compartment so I asked if he'd be willing to come over to offer any suggestions, which he did. This was my first mistake.

John was very complimentary about how thorough I had been, but he just couldn't stop there. "You know, Al, you've gotten so much out of the way, it wouldn't take anything to lift out the engine. Then you could do a *really good* job of painting. You wouldn't miss anything!"

"Um... really? It isn't that hard? It seems like it would be hard to me. That chunk of steel looks a little too heavy for me to lift alone and I don't think

Sharon's arms are long enough for her to help. Besides, I'd hate to drop it on this new paint job while I was lifting it out."

"Al, you use a thing called an engine hoist. It does the lifting for you."

Well, we borrowed a hoist from Doug Madson and out the engine came. No, you don't even have to think about it. Engines come out much easier than they go back in.

John had come by to help with this phase since I had no idea what I was doing, a state that has never cause me to hesitate, much to my regret later on. So the engine is free and clear of the rest of the car, swinging freely, secured to the hoist by two very small bolts that I wouldn't trust to hold up my mailbox. John and I were resting from our labors, looking at this mess and he said, "You know, Al, now that you have the engine out, you might want to consider replacing the timing chain. It can wear out and it means removing the engine to replace it. You have the hard part already done. Its just a few more bolts."

This process continues for several more "improvements." Painting the engine compartment almost turned into a complete engine overhaul.

"I am surrounded by a host of friends!"

Thanks to all of you who came by to see "The Garage." The bidding on the engine was fierce. One member outbid everyone else, but the bid from his wife (I won't tell everyone who you are, Cindy) was for \$10.00 to keep it OUT of her garage, so that dropped him out of the competition. One bid was for minus \$1.00 and another was eight cans of Guinness. Dick Wallrich took it home for \$25.00.

We still have several fun-filled events this year. Please come to Wheels and Wings in Osceola, WI. I'll have some paper there to get your ideas for events for next year. We'd like to get lots of suggestions. Tell us what you've liked this year and

(Dipstick Continued on page 11)

Member Profile

Submitted by MMGG Members Glenn and Annette Fisher

Tom & June Moerke

We talked to Tom and June Moerke the day after the Alfa Romeo club's July Coulee Classic rally. Tom's red 1972 MG Midget had run really well all day through the course. But while crossing the railroad tracks in Pepin on his way to the final meeting place, "something popped" as he shifted into first gear." The transmission became stuck in first and the AAA had to bring Tom's favorite car home on a flatbed truck.

Ever philosophical, Tom found the bright side of the situation. "I'm planning to put a five-speed



transmission in it later this summer anyway."

The "road" that led to Tom owning his 1972 Midget began many years ago.

One day in the late 1940's, Tom was on his grandfather's farm. He had ridden his bike out the gravel road to the main highway. "And then," Tom told us almost breathlessly, "I saw the most exciting thing I'd ever seen in my life - I was 11 or 12. I remember the flashing spoke wheels and the couple driving it. There was a throaty 'snaaarrrlll' that it made

as it went down the highway at break neck speed. I realize now that it was an MG TC. Oh! I wanted one of those so badly."

Almost ten years later, in 1958, Tom realized his dream of buying a sports car. He found a 1953 MGTD and, within the first year that he owned it, drove it all the way to California. "It took five or six days to make the trip. Sitting in that car for 400 miles a day was all I could do."

Shortly thereafter, Tom was able to buy his very first new car and he traded-in the TD on a Bugeye Sprite. He had a great time with his new Sprite, entering every gymkhana and autocross he could get to. This led Tom to become very enthused about racing and, in the fall of 1959, he drove the Sprite to Florida for the Sebring Grand Prix.

"So then," Tom continued, "in the Spring of 1961, I bought an MGA 1600. It was smooth and quiet... faster and more luxurious than the Sprite. But it just wasn't as exciting!" After owning the "A" only four months, he traded it in on a Morgan Plus 4 which Tom remembers as "the love of my automotive life." "I felt like I was the king of the hill with that car. I never lost a gymkhana to a front engine sports car - including Austin Healys and Corvettes - with that

Morgan."

But a couple years later, Tom encountered the pressures of corporate life. "I had a job with advancement potential... and a boss who hated sports cars. He had worked for the Chrysler Corporation and felt foreign sports cars were just terrible. So I traded the Morgan in on a new Volvo."

When Tom met June, he found his sports car soul mate. Many in her family were in the car dealership

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business. One Uncle had owned a light blue MG Midget.

In 1968, the year after they were married and while living in Duluth, June needed a car to drive every day. She got an MGA. "It was small so, that when it stormed, I could go around the cars spinning their wheels and make it up the hills! I drove it until 1976- with no problems - as my only car."

During the next several years, as Tom's career led the family to Eau Claire and Montevideo, June depended on a sporty Ford Pinto to get her to and from school where she taught Home Economics and Art. ("Sporty? A Pinto? Really?" we asked. "Oh yes! If you saw it going down the road, you'd think sports car." June assured us. "It had mag wheels, "four on the floor", and a sunroof - which was a really new thing at the time.")

When they moved to Hudson, they still owned June's MGA but had to have it towed to their new home. It sat idle in their back yard for over ten years. Then, in 1996, Tom put a "For Sale" ad in the newspapers for the MGA. "I was not happy with Mr. Moerke" said June with a smile, "when he sold that car."

But just three years later, following Tom's retirement, the Moerkes had a sports car back in their garage. This was the red 1972 Midget that is, today, waiting for a new transmission. They found it among 1,200 cars for sale at a "Car Corral" in Iola, WI. June says "it was the right color, the right condition... and the right price!"

Tom drove the Midget most of the 240 miles between the sale lot and their home in Hudson. He had to race to keep up with June in the family sedan. "By the time we got back," Tom said, "I was in love with that car. It brought back so many memories of my Bugeye Sprite."

Two years ago, June finally got another sports car of her own - this time a yellow 1978 MGB (in perfect shape with 31,000 original miles) that she

drives to many MMGG events.

As for doing his own work on the family MG's, Tom says that he won't do "anything really heavy." He has, however, re-upholstered the Midget's interior and replaced its springs and rebuilt the suspension. He also replaced the windshield. Tom learned a lot about working on cars as a teenager with his friends. "We learned how to do amazing things with a screw driver and crescent wrench!"

We asked Tom and June how they came to be involved in the MMGG. Tom told us that, in the Fall of 2000, he went to Wings and Wheels in Osceola and discovered a large group of MG owners. Everyone was so friendly and pleasant that he dug money out of his pocket and joined the club right then and there.

He quickly became active in the MMGG, going to events and working every day at the 2001 MG Odyssey. (In fact, Tom introduced himself and the MMGG to us on July 4th during the Odyssey while we were hanging around the Midgets reminiscing about the one that took us on our first dates many years ago.)

Like so many other folks we have talked to during our two years as MMGG members, Tom and June get extra enjoyment from their MGs because of the friendly and helpful people in the club. We hope his Midget's transmission problems are solved quickly so he can enjoy more rides and camaraderie with the MMGG.

(Pepin Tour Continued from page 1)

together in a local park. We will have enough time to be tourists in Pepin if you wish.

Directions to Point Douglas Park: From Interstate 494 take highway 10/61 south and east out of the Twin Cities. Turn left to stay on highway 10 east, heading toward Prescott, Wisconsin. **Just before** crossing the river into Prescott, turn left into the park. Any questions - call Annette at 651-458-3878.

Gathering Of the Faithful (GOF) Update

Submitted by MMGG Member Bob Figenskau

We had a great time June 22 through 24 at the Delavan, Wisconsin GOF Central gathering, which was hosted by the Milwaukee & Greatlakes MG Motorcar Group (MGMGMG). Our Minnesota contingent was some 20 strong. Most made the trip without a hitch. Bill Hite broke a piston in his TD on the way down, so he took the trailered TC and put his TD on it and drove the rest of the trip in the TC, alternating driving with his brother Gary.

The other mishap occurred to Jim Elwell's TD, which suffered a burned starter motor, thus a push start was in order after each stop. No problem until the transmission refused to function when we got there and after some fussing he drove it home using 3rd and 4th gear. For all of Jim Elwell's trouble, he still managed to capture first place in the First Timers Car Show and first TD in the Car Show. Bill Douglas took first TF and Doug Madson took two seconds in the First Timers and the Car show with his beautiful B. The Most Seasoned Trophy went to Steve Blomberg for his much loved TD.

We had a good time and are looking forward to next year in Dayton, Ohio.

Cheers Fig

(Wheels & Wings Continued from page 1)

crafts in the park; there is a community fair with rides and games; the airfield has a display of both private and military planes and the steam train will be giving rides all day. There is also free bus service to take you from one event to the other.

Our MG group will supply coffee, sweet rolls, pop and cookies for snacks. You should consider bringing a picnic lunch.

This year we do not plan any organized group caravan to Osceola but you may want to team up with others for this drive. See YOU there!

Jerry and Nancy

Letter to the Editor

Submitted by MMGG Member Terry Nydeen

Jon,

First off, let me congratulate you and all those that help on a truly great Newsletter. I think it can stand proud among others.

Secondly, it occurs to me that two new additions could be advantageous to round out the Newsletter. One is to include a "Letters to the Editor" column to allow people to express their opinions of events, cars, ideas, articles, etc. People should be encouraged to write-so many members are so talented and have many great ideas and concerns. Plus, it is fun!

Another column occurred to me after so many conversations with other members over problems they faced and overcame is a "Tech Tips" or "It Worked for Me" column with contributions from the "shade tree mechanics" that reside in all of us.

I guess my point is that the more people we get involved, the greater the number of "owners" we will have with a stake in the Newsletter and the Group. We all would benefit.

I also am aware of the costs of the Newsletter in terms of printing and mailing. Again, it must be emphasized over and over again that E-Mail will bring us a better product at less cost.

Thanks for letting me air my musings.

Terry

Thanks for the compliments Terry. There are a number of great volunteers working to get this newsletter out. We are always open to new ideas. Ok readers, please send in your letters. We would like to receive your comments. And please send in your tech tips. It is great when we can share things we have done that help keep our MG's on the road. We will try and publish every thing we receive.

Editor

Garage Warming Party at the Kelsey's

Submitted by MMGG Member Elena Pierce

August 2, 2003 was another GREAT day for the faithful to gather. Like new parents, Al and Sharon Kelsey beamed with pride while the accolades rolled in for their newly redecorated garage(s). Members parked in the Apple Valley cul-de-sac where oblivious neighbors ignored the large selection of MGs lining the drive.

Al has LOT OF STUFF in his garages and his new wall mount system installed by Garage Tek certainly provided a variety of options for him to store his 'stuff' and display tools and garage staples in ready access mode.

The "hit" of the garage was the shiny epoxy floor over which Al and Sharon labored for many an hour. Al advised that he and Sharon mixed two epoxy products together, rolled it out onto the



floor and then threw the decorative flecks on top. The real work, however, was in the preparation as the entire garage floor had to be completely free of old paint, dirt, oil, etc before they could apply the epoxy. Al and Sharon had to fill some cracks, scrape their floor twice, paint over the oil spots with a special product to seal the oil in (else the epoxy wouldn't stick) and then wash the floor with an acid before they began applying the Muscle Gloss! LOTS of work, but a great glossy result!

Dick Wallrich had the winning Silent Auction bid on Al's MG engine. Actually, Randy Byboth actually outbid



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Dick's twenty five buck bid by \$2.50, however Cindy O'Brien Byboth offered her own \$10 bid to be added to *anyone else's bid* to prevent her beloved from bringing home another engine. In the end Cindy's ten spot combined with Dick's \$25 beat out Randy's \$27.50 bid so Dick gets the honor of carting off the engine. Hmmm, just think how much Al could of raised if he'd only thought of setting up Val against Cindy in a bidding war...



(Fall Color Tour Continued from page 1)

Members of the Minnesota Austin Healey Club and the Minnesota MG Group will rendezvous Saturday, Oct. 4, to discover all the fall colors they can in and around the St. Croix River Valley between Minnesota and Wisconsin. In addition to cruising both sides of the river in their British marques, participants will have the opportunity to explore the valley via the Osceola & St. Croix Valley Railway.

We'll gather by 9 a.m. at The Machine Shed Restaurant in Woodbury, Minnesota (just north of I-94 at the Radio Drive Exit). We'll distribute maps and directions so we can be on the road at 9:30 a.m. bound for Stillwater and the St. Croix. Then, it's across the river to the scenic byways of western Wisconsin's St. Croix and Polk counties as far northeast as Turtle Lake. Those so inclined can make their own arrangements for a visit to the St. Croix Casino. The Color Tour will stop there just long enough for vehicle refueling and "rest" for those needing to do so. At that point we'll begin our return to the St. Croix River Valley.

After lunch at Adventures Restaurant in Osceola, Wisconsin, the 90-minute roundtrip train tour will leave from the Depot in Osceola at 2:30 p.m. Regular adult fare for the ride is \$14, but if 20 or more members of the Color Tour contingent sign up to ride the train, the adult fare will be \$11, with youth fares of \$6.

Since luncheon orders will be from the restaurant's

regular menu, those wishing to be part of the Fall Color Tour Drive and Osceola & St. Croix Valley Railway train ride should register for the event no later than Wednesday, Oct. 1, so we can advise the restaurant and railway of how many folks to expect.

To do so, please contact either Greg or Nancy Lauser, Minnesota Austin Healey Club at 715-262-9813 glouser@pressenter.com, or Dawn Williams, Minnesota MG Group at 612-363-5990 WilliamsD@puc-mn.org.

If the weather does not cooperate on Oct. 4, the backup date is Sunday, Oct. 5. See you at The Machine Shed!



Ellingson's 2003

Submitted by MMGG Member Keith Galberth

There were 98 registered cars, about two dozen unregistered cars, and a few curious observer cars who shared in a delightful day of whatever it is that we LBC owners do when they are alone and away from the maxivans, mountain crushers, road wranglers, and other such behemoths. Their caretakers had a good day also, exchanging parts, cash, photos, good conversation, excess lubricants, etc.



A good mix of cars added interest. Nash Metropolitan equaled Triumphs in number when judging began, although plenty of Triumphs eventually arrived. A beautiful black TR3 was chosen as Best in Show, the same car that was chosen as Best in Show at the Inter-marque Banquet. An appropriate choice as Triumph was the featured marque this year. A number of Minis and MINIs were present, including the first MINI Cooper S in the area with the John Cooper Works performance upgrade, (as if they needed any more), and Cindy O'Brien in her newly ac-

quired 67'(95'?) Mini. Cindy handed out a few MGBees in celebration ! No Citroens came. No comment.

Thanks to Jim Pennoyer, Brian McCullough, and Phil Vanner for organizing, Lew Palmer, Mark Brandow, Dave Meek (Jaguar club), Keith Galberth, and Brian McCullough for judging and Cindy Pennoyer, Phyllis Galberth and whom ever I have forgotten for everything else.



Tech Tip!

Jon, as I'd promised, I'm definitely going to write a "Tech Tip" for this month. But till 5 minutes ago, I didn't have a clue about what the subject would be. But, then Marv Schmidt came through with an awful tidbit of information regarding one of our club member's cars. So here goes this month's article.

Subject: Critical Parts

Every vehicle is an assembly of parts. And most are held together by common nuts and bolts. Have one of these fasteners come apart or fail and you have a wide spectrum of results ranging from embarrassing, to inconvenient, to expensive, or even resulting in a fatality. For the sake of saving space I'm only going to address those most critical.

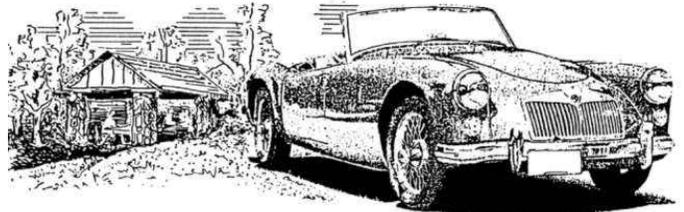
1. First off have priorities and don't be distracted. Don't watch a ball game while doing critical work. Don't answer the phone half way through a job. Finish each part of the job before moving on to the next part. Don't partially assemble something with the idea you'll finish it later. With all the possible distractions, it's extremely easy to not finish tightening that left rear wheel, or not tighten that cam gear bolt, or not put the cotter key in the front axle nut. When changing oil and putting the drain plug back in, if the phone rings, either tighten it, or take it back out before answering the phone. The same cautions should be observed with brake lines and fuel lines. Many a car has been totaled or burned to the ground because of a tubing nut left finger tight to be tightened later.
2. Avoid the "everyone pitching in" situation. The typical "I thought you did, well I thought you did" story is little consultation to a folded out fender or other disaster.
3. Now that you've all taken this to heart, and will not leave anything loose again, there's one last caution: proper tightening: always observe the manufacture's torq chart. Re-

member, there are different torqs for different grades of fasteners too. And of course the torq required will vary depending on if a lubricant or Loctite is used on the threads. Some older vehicles incorporate things like cotter keys, tab locks, or safety wire, to hold errant parts in place. Newer cars use self-locking nuts or locking sealants (Loctite). And of course the various designs of lock washers are used on some fasteners on almost all vehicles.

And finally, on extremely critical fasteners, put the same nuts or bolts back in their exact same positions as when taken apart. Better yet use new ones of at least the same grade or better.

Doctor Ernie

Tech Tips are provided by Ernie and Rhea West, proprietors of Dead Lake Motors. Dead Lake Motors is located 13 miles southwest of Perham, Minnesota. Ernie and Rhea can be reached at erwest@arvig.net or by calling 218-758-3344. If using email, identify yourself on the subject line of your note or it may get deleted as junk mail.



MMGG Now Has Message Group on Yahoo

Submitted by MMGG Member Joe Olson

A message group has been opened for the MMGG at <http://autos.groups.yahoo.com/group/MMGG/>.

What's that? It's a way for MMGG members to communicate with other members of the group about matters of general interest. You post a message and anyone who visits the site can read it.

<http://autos.groups.yahoo.com/group/MMGG/>

Air Compressor

Submitted by MMGG Member Curt Carlson

On July 21st, 2003 at 7:30 pm, while sitting in my living room reading a magazine, I was greeted by the loudest BOOOOOOM and the most earth-shattering, window rattling explosion I had ever heard in my life. I jumped up and ran out the back door of my house to look around my South Minneapolis neighborhood for what had happened. My next-door neighbor was standing in his driveway next to his truck looking into his open garage in disbelief. I could see the dust roiling from his garage out through the main door and the service door. His 30 year-old air compressor had exploded! He had just plugged it in, and walked out the door to get something from his truck in the driveway when it went off, opening up the rusty seam on the bottom of the tank, and sending the A/C up like a rocket through the bottom of his wooden workbench and out into the garage. Parts and pieces of the air compressor and the workbench and shelves were thrown out into the street 50 feet away!

My neighbor was fortunately in the driveway and wearing his safety glasses and soundproof earmuffs (as he religiously does even when mowing his lawn!) and because of this, he escaped any injury. If he had been at his workbench, or even in the garage, pieces of metal, plastic tires from the air compressor, wooden shelves with nails protruding and various other bits of debris could have killed him or at best taken off a leg or an arm. He was VERY lucky.

Please look at the photo. Inspect your air compressor. Drain the tank religiously. Compressing gasses like air always causes condensation to form. If your compressor is old or you suspect it's integrity, throw it away and replace it. The few hundred dollars it will cost you is far cheaper than a lost limb or your life. Do it today.



Thank you. Curt

(Dipstick Continued from page 3)

what you wanted to see that we didn't do. After going through all of them, we'll have a good place to start the planning portion of our annual meeting in November.

By the way, John Twist will be doing another "Summer Party" * next summer. A few years back, several of us enjoyed driving through Door County and the Upper Peninsula to get to Grand Rapids, Michigan for the event. Should we be planning a similar excursion for next summer? Last time, the trip took about five or six days or more, depending on what people wanted to do after the event at Twists. Now would be the time to start so if you have *any* interest at all, drop me an email at alan@rarehome.com.

Until next month, Alan

* August 12 to 15, 2004 (see page 12).

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!

- Informal Car Show at Billabong Aussie Bar and Grill** every Sunday through October, 5 pm to 7 pm. 5001 West 80th Street, Bloomington, Mn. Billabong telephone is 952-844-0655. Located on the south frontage road of 494 between highway 100 and France Avenue. Come anytime, leave anytime.
- 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 info.
- 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 13, 2003
Or Rain Date of
September 27, 2003 **Tour Pepin County Wisconsin and the Big Woods Area** hosted by Annette Fisher. Explore the back roads of Wisconsin between Maiden Rock and Alma. We will meet at Point Douglas Park on Route 10 before crossing over to Prescott. Our drive will take us along the Great River Road (Rt. 35) south to Pepin County where we will explore some of the most beautifully hilly and twisty back roads of Western Wisconsin. We'll have lunch in Pepin and then continue on to scenic Buena Vista Park in Alma where our tour will end with a spectacular vista of the Mississippi valley. FFI and to register call Annette at 651-458-3878.
- 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).
- September 26-28, 2003 **British Automobile Owners Association of Albuquerque** Rendezvous in Las Vegas, New Mexico. Host hotel is the historic Plaza Hotel (800-328-1882). Call now to reserve your room. For further information and registration for contact Kevin Kittle at 505-345-4207
- October 4, 2003 **Fall Colour Tour.** See details on page 1 of this issue.
- 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. Location will be 3M's Tartan Park Clubhouse. More details later.
- June 4-6, 2004 **Rendezvous 2004** will be held in Winnipeg, Manitoba, Canada. Another good time, hosted by the sports car club in Winnipeg. If you attended Grand Rapids in 2002 and Thunder Bay in 2003, you know how much fun this event can be. More detail as it becomes available.
- June 24-27, 2004 **13th Annual North American MGB Register Convention** held in Parsippany, New Jersey. Hosted by the MG Car Club Central Jersey Centre. Host hotel is the Parsippany Hilton. FFI: Bob Chezem at rchezem@optonline.net or visit the website at www.mg2004.com.

July 23 & 24, 2004

Ralley in the Valley, 2004. Hosted by Steve and Diane Rindt, stay two days at Paradise Shores, enjoying the resort, driving beautiful country roads, visiting Al Capone's Hide Out in Hayward, Wisconsin and of course, enjoying good food and friends. **Call NOW** to make your reservations at Paradise Shores, 1-800-657-4512. Let them know you are with the MMGG for July 23 and 24, 2004. Sneak preview of Paradise Shores at www.paradiseshores.com and Al Capone's Hideout at www.alcaponehideout.com. Contact Steve or Diane at sdrindt@msn.com or call (715-832-8316) for more information. Also see the following web site: <http://www.chicagolandmgclub.com/guests/ritv/ritv2003.html>.

August 12-15, 2004

University Motors MG Summer Party Reunion. Hosted by John Twist and Caroline Robinson of University Motors, Ada, Michigan. Event hotel is the Grand Rapids Hilton, 616-957-0100. FFI contact University Motors at 616-682-0800 or JohnTwist@universitymotorsltd.com. Also see the web site at www.universitymotorsltd.com.

Healey Hillclimb II

Saturday, September 13, 2003 (rain date Sunday, Sept 14)

Afton Alps Recreation Area

On-site registration begins at 8:00am - MANDATORY drivers meeting at 9:00am.

The Minnesota Austin-Healey Club invites you to TAKE THE HILL! Hillclimbs enjoy a proud place in the history of European motor sports. Now you can be part of that tradition, and make history with your own run TO THE TOP!

Drivers will run in the order their registrations are received. We will try to give everyone four runs, more if time permits. Every driver will be required to work the course for a minimum of two hours. We will take a break from 12:00 to 1:00 to enjoy the optional buffet luncheon served in the ski chalet (\$10 pay your server).

Requirements: Sign waiver, pass on-site tech inspection, wear helmet (bring a Snell 85 or newer, we'll have some loaners). Please visit <http://www.healeyclub.org/safetymain.htm> for details.

Directions: I 94 East past St. Paul, take exit 253 and turn right onto Manning Ave/Hwy 95. After 6.8 miles turn left onto 70th Street. After 3.5 miles turn left into the Afton Alps complex. Go past the golf course then left and down the big hill.

Advance registration (deadline Sept. 10) is \$10 for Austin-Healey Club members, \$15 for all others. Day-of-show registration is \$15 for A-H Club members, \$25 for all others. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen, President, Minnesota Austin-Healey Club, 130 East 18th Street #202, Minneapolis, MN 55403. This event is limited to 60 cars, so register early!

Driver(s) _____

Year/Make/Model _____

Email _____

Questions? Contact Tom Hazen at 612-237-1883 or tom_hazen@adp.com See you on the hill!

This and That

Foreign

Domestic

Midwest Motor Sports, Inc.

26 South 1st Street
 Sauk Rapids, Mn. 56379
 Ph. 320-251-0676, Email: danielmms@aol.com

DAN, MIKE, RICK, DOUG, DUSTIN
**Call and inquire about our free pickup
 and delivery of your car.**

Quality Coaches, Inc.

20 West 38th St. (38th & Nicollet)
 Minneapolis, Mn. 55409
 Ph. 612-824-4155, Fax 612-824-4460 Email:
 qcoaches@uslink.net

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Brian McCullough

Ph. 651-462-0145 or
 Email: bmcmmc@mnautox.com
 Just north of Forest Lake, Minnesota.

MMGG Technical Advisors

The following people have expressed a willing-
 ness 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

REGALIA

We now have a web site to view all the merchand-
 ise available for our club to purchase. The web
 site address is **amaril.com**. We are currently
 looking at polo shirts, including some special re-
 quests for different colors to match owners' cars.
 If you have any questions please call me.

Rich Leslie at 763-754-2965

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.

New(er) Members -Need a Nametag?

We've experienced a little breakdown in our process for obtaining nametags for new members and appreciate your patience and support in fixing the problem. If you are a new(er) member and have not received your nametag(s), please request one from new member coordinator Brian Walsh (651-731-6921). If you leave a message, please be sure to **SPELL** both first and last names for the two name tags and leave a phone number at which you can be reached.

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

Kind of classified rules: Minnesota MG Group members ads will run free 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. Commercial Ads as follows: Business Card—\$10.00 issue; 1/4 page—\$20.00 issue; 1/2 page—\$30.00 issue; full page—N/A. All commercial ads must run a minimum of 6 months and must be paid in advance. Send to Jon Masley, 3599 Gershwin Court North, Oakdale, Mn. 55128-3044 or jdmasley@yahoo.com. Make checks payable to the MMGG.

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. \$5800.

Dave at 763-546-2173

July, 2003

For Sale: 1974 MGB-GT. 77K miles. Much work done on body, engine, brakes and exhaust system. Good tires and battery. Runs ok and minimum rust but needs finishing and painting. Some manuals and calibration equipment available.

\$1200 but all offers considered.

Dave Coslett 651-738-1421

September, 2003

For Sale: 1969 MGB Roadster, 40,300 actual miles, red, top in very good condition, rust free, knock offs, new custom car cover, new brakes, clutch and brake master cylinder gone through, new rear springs, new universal joints, carbs recently adjusted, non-overdrive. \$7800.

Terry at 612-759-5433 (cell) or
763-784-0203 (home).

September, 2003

For Sale: 1980 MGB, 23,xxx actual miles, new top, new tires, mahogany steering wheel, walnut gearshift knob, all service records, handbook/workshop manual, new Tonneau cover, luggage rack. Best offer.

Call 763-497-8100

August, 2004

For Sale: 1977 MGB Original Primrose yellow, 50,000 miles. Twin SU (have original carb and manifold), Monza exhaust New carpets and near new tires. \$4,200. Call Herbert Miller 612-860-8067 hgmiller3@qwest.net.

August, 2003

For Sale: Two MGB's. One is a 74 1/2 and the other is 71. I have owned these vehicles for around ten years and they are both great drivers. The 74 1/2 has been driven 100 or so miles each year and is ready to drive now. The 71 was put on blocks seven years ago and was disassembled to repair rocker panel and floor panels. Both vehicles have had numerous new parts added. I would like \$2,500 for the 74 1/2 and \$1,500 for the 71. I will consider delivering these vehicles for the cost of the delivery (gas, room and meals). Call John at 605-229-3709 or at jweaver@abe.midco.net.

August, 2004

For Sale: MGA 1500 (1956). Injury makes it impossible to continue restoration. Restored rolling chassis. Overhauled motor & tranny. \$6000 in new parts. Body in very good restorable condition. Only dog legs of rear fenders need replacement. New sills welded in place. \$7000. Jerry Hudrlik, Owatonna MN 507-455-0243 or jjhudr@mninc.net

September, 2003

For Sale: 2001 Chrysler PT Cruiser Limited Edition, Deep Cranberry Pearl Coat; Taupe leather interior; 27,000 miles; 2.4L 4-cylinder; 5-speed manual transmission; factory warranty until 11-4-03; CD/Cassette/Infinity sound; power sunroof; all power accessories; 17" chrome wheels; 4-wheel ABS; front & side air bags; front end bra; non-smoker; floor mats & carpet have always been covered; excellent condition. \$13,500.00

Jack Schneider 651-552-1780 (home); 651-578-3633 (work); 651-248-5851 (cell);

mgaguy@pconline.com

September, 2003

Wanted: Received from Ernie West - do you know anybody that has a set of original carb manifolds for a 1975-1980 MGB? Next would they want to sell them? If so, have them call Chuck Berg at 218-863-3811 (Pelican Rapids).

September, 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: _____

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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