



# GAZETTE

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## Holiday Party January 24th!

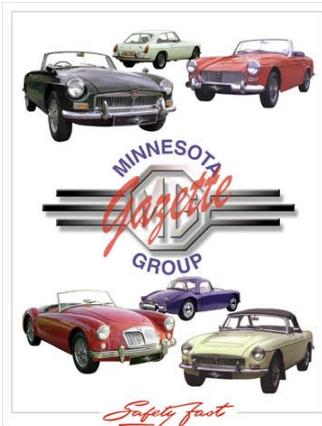
Our annual holiday party is this month. If you have not yet made your reservations, there is still time. See page 6 in this newsletter and advise Keith or Phyllis Galbreth immediately. Your hosts, Keith and Phyllis and Jim and Cindy Pennoyer need to provide a head count. Be courteous and let them know you are coming.

Please come and see MG friends. If you are new, come meet the older members of the club. And of course, plan on spending your MG Bucks. *MG Bucks-the Minnesota MG Groups version of funny money given out at car events and used at the Holiday Party to purchase good (and not so good) items-sometimes even car related.*

## 2004 Dues Are Due

Hey, it is membership renewal time. If you receive a paper copy of this newsletter, check your mailing label. If it does not say 04, you need to send in your dues for the new 2004 year. If you get the newsletter electronically, check with the Treasurer at the Holiday Party. The club treasurer will be happy to take your check at the this time.

Dues are \$35.00 and help support all club activities. We can make better use of our funds if you can take the newsletter by email. Send Jon Masley your email address and you will soon see this publication quicker and in color. You can contact Jon at [jdmasley@yahoo.com](mailto:jdmasley@yahoo.com).



*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.*

## Wanted

The Minnesota MG Group is looking for someone to print the monthly newsletter. Do you have connections to the printing or publishing community? If so, please call Jon Masley at 651-779-8605. Thank You.

# The Oil on the Dipstick

By MMGG President Alan Kelsey

## Here We Go Again!

It seems there are two ways to approach life: at a high-speed frenzy and at a higher-speed frenzy. During the holiday season, I hear my mother say, over and over, "It's hard to believe another year is over. Pretty soon it will be \_\_\_\_." I've started a campaign to enjoy every moment as it happens. Naturally, I therefore have to respond to her comment with, "You're right mom, pretty soon it will be next Christmas and we'll be sitting here talking

about how another year has passed." She doesn't respond well to that.

I've noticed that time for children is a whole lot different than for adults. A couple of reasons for this could be that they don't take life as seriously and the goal for each moment is to figure out another way to have fun. Since I started my little quest to follow the same path, I've noticed there are so many things around us all the time that give us

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

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*(Presidents Column Continued from page 2)*

cause to laugh; it's hard for me to keep a straight face at times. For example, during one of these classes I had to take recently, we watched an hour-long movie on how to teach. One of the main points was to keep our sessions to 20 minutes (40 on the outside) because that's the normal limit of what students can take at one shot. Another scene showed a teacher discussing the planets with her elementary class, making the statement, "Several of the planets have moons like we do." I thought, "Gee, she doesn't look big enough to support her own moon."

If you miss these small slices of comic relief in your workplace, just read the news. Here's one -

NYPD officers Paul Damore and Farrell Conroy were briefly suspended without pay in July for their conduct in the 45th Precinct station house in the Bronx, when they got into a fistfight over which one would get to be the driver of their patrol car. [NYPD News, 7-8-03]

Now, I know we have a number of driving events planned for this next year and I hope to see friends or spouses (read that any way you want) coming together, but let's have a spirit of cooperative driving. Since MGs are so small, it shouldn't be hard for one to work the pedals and one to steer. If the police should stop you for this activity, I hereby disavow any knowledge of the suggestion printed above.

If we can only retain a sense of humor, there's always a solution for any problem. Consider this one:

Carl Hanson of St. Paul, Minn., actually obtained a U.S. patent (No. 6,457,474) in 2002 for what he described as a new method for treating heart-related chest pain (as reported in August 2003 by *Scientific American*). Hanson's unique invention: He drinks limeade from concentrate. His patent application said that it worked for him, and he wrote out the required details about the structure of the invention, specifically, to purchase cans of concentrate, add water, stir and introduce the juice into the body through the mouth (although Hanson wrote that his

patent would also cover intravenous administration). [Patent #6,457,474, uspto.com, via *Scientific American*, August 2003]

Our country's job market of late hasn't been the best in some areas. Over at the school where I teach, declining enrollment combined with State budget cuts has really reduced the bottom line. Before I go any further, remember that there is only one way we can have revenue: students in the classrooms. Okay you guessed it. The only ones to get laid off are instructors. These weren't the ones teaching "How to clean your abacus." Many were the brightest and best, teaching cutting edge technologies. Also, not one administrator (education's word for "manager") is at the unemployment office. This happens all over and things can start to look a bit dim. When that happens, be glad you don't have one of these jobs:

Among the 15 "worst" actual jobs in science (from the October issue of *Popular Science*): (15) counting fish (one by one, for hours) that swim by dams in the Pacific Northwest; (11) the only two government bureaucrats whose job is to convince Americans of the merits of the metric system; (7) researchers who reach into a cow's rumen to pull out and analyze the stomach contents; (4) mosquito catchers who endure up to 15 bites a minute on three-hour shifts and hope not to get malaria; (3) researchers who extract sperm from animals for study or artificial insemination (and extracting from a pig is much preferable to extracting from a bull); and (1) "flatus odor judges" working for gastroenterologist Michael Levitt, who feeds subjects pinto beans, then gathers gases in plastic collection tubes direct from the source, and then has judges sniff as many as 100 samples, rating them for strength. [Popular Science, October 2003]

Finally, students say they're always afraid of asking a stupid question. Let me tell you, it isn't the questions that are stupid! Not long ago, just before giving a quiz, it seemed as if I had completely skipped covering one subject the week before. In a spirit of fairness, I wrote "14 - A" on the board in big letters. I told everyone "A" was the answer to question 14 (which it was) and left it on the board

*(Presidents Column Continued on page 13)*

## Member Profile

*Submitted by MMGG Members Glenn and Annette Fisher*

### Jim, Cindy & Steven Pennoyer

When Jim and Cindy Pennoyer decided to get married, Jim told Cindy that "when you marry me, you marry the car too. It's part of the family." Cindy approved Jim's purchase of a white 1976 rubber bumper MG Midget and said "yes" to marrying Jim. After 30 years, Jim had an MG back in his family.



The story started many years earlier with his Dad's 1959 MGA. Jim was only about 5 years old but fondly remembers sharing the passenger seat with his brother during many rides around his native San Diego. But Dad was working on his Ph. D. - commuting between San Diego and Los Angeles - and eventually needed more dependable transportation than the dingy-up green, gold and red MGA.

Jim vividly remembers when his Dad decided to sell the car. Even though he was so young, he loved that car and vowed that, someday, "I'll have a car like Dad's."

He came tantalizingly close to realizing his dream at age 16. One of his Mother's friends offered him an MGA Coupe - or rather, they offered him the pieces of an MGA Coupe. But Jim couldn't afford the time or money required to re-build the car.

Many years would pass, and San Diego would be left behind for Minnesota before Jim and Cindy formed their own family - a family that would include the white 1976 Midget. Here's how it happened.

In the mid-1990's, Jim set a goal of owning an MG by his 35th birthday. He had checked around and was disappointed to find that prices for MGAs were five-times what he could afford. Well, maybe he wouldn't have a car just like his Dad's, but he could still have a sports car. So the quest continued.

One Spring day, he noticed an MG Midget (the one he would eventually own) on the Sears Imports car lot. He took a test drive but they wanted \$7,000 for the car. At the time, that was more than Jim could afford and, besides, that was more than the car was worth. He hoped they would reduce the price and watched the car all summer long. In the Fall, the price dropped to \$5,000, but that was still too much for Jim.

And then, more disappointment. Just before winter, the Midget disappeared from Sears Import's. Was it sold? Or might there still be hope since it seemed that all the convertibles had been removed from the lot?

Undeterred, Jim never gave up. During that winter, Jim discovered that the StarTribune would put their updated cars-for-sale ads on-line every Thursday at 1:00 pm. Week after week, he checked the listings

as soon as they were published and in late-March, started seeing ads for "his" white Midget. At first the price was still \$5,000 but in May it dropped to \$2,500.

The day the price dropped, Jim told his boss he'd be gone for the rest of the day and sped over to the car dealer. He drove the Midget again, but already had worked up a list in his mind of the things that were wrong with the car. He offered \$2,000 and they agreed on \$2,200. Jim was finally able to take the Midget home to its new family.

During the next two years, Jim and Cindy worked together to restore their 1976 Midget. They fixed the brakes, replaced the top and did some body work. By the time of Rendezvous 2001, the car was looking good and running well. It was now almost 32 years since his Dad had sold the MGA that had inspired Jim.

Jim's Dad came to Minnesota for Rendezvous 2001. He and Jim were walking down one of the streets at the Fairgrounds when Joe Olson pulled up next to them in his white MGA. There was a "For Sale" sign on it. Joe said to Jim, "Here, take it for a drive."

Jim remembers the experience as being "awesome - but cruel." Never mind that the car's condition was a bit rough, it was a drivable MGA. Jim had set himself a goal of owning an MGA by the time he was 40 and here it was within reach. He talked it over with Cindy, who agreed to the buying of the MGA as long as he would sell the Midget. Within an hour of driving the car, Jim called Joe Olson and told him he wanted to buy it.

Slowly but surely, the restoration of this 1961 MGA Mk I 1600 Roadster is continuing under Jim's supervision. Brakes have been re-done. The cylinder head, carburetors and exhaust system have all been rebuilt. The wiring has been completely replaced. The radio (probably the original one installed in 1961 by the Illinois dealer) has been restored to factory condition. Just last summer, Jim spent hours with harsh chemicals cleaning some

sort of greasy sound-deadening material a DPO (Dreaded Previous Owner) had sprayed into the trunk.

Next year, the Pennoyer MGA will get new wheels, hubs and tires (tyres). Jim and Cindy dream of painting it mineral blue as part of a complete restoration.

In the mean time, we'll all enjoy the company of this MG family - Jim, Cindy, 4-year-old son Steven and 42-year-old MGA -at MMGG events. Jim and Cindy are very active in the club. In addition to attending just about every activity, they have co-hosted the swap meet at Ellingson's for the past six years and will co-host this month's MMGG Holiday Party. Jim is also responsible for the MMGG web site.

### **THE RETURN OF THE PRACTICAL BRITISH MUSCLE CAR**

*Information furnished by MMGG Member Bob Figenskau*

On September 23, 2003 MG Rover Group launched the V8 powered MG ZT 260 V8. The rear-wheel drive vehicle, available in ZT saloon and ZT-T estate car, powered by a 260bhp 4.6-litre V8 engine and with an awesome 410Nm of torque to deliver class-leading acceleration, is now available for customer order in the UK. With an on-the-road price starting at £27,995, the ZT 260 offers an unbeatable combination of price and performance.

Rob Oldaker, MG Rover Group's Product Development Director, commented: "The MG ZT 260 V8 demonstrates our commitment to deliver cars of true pedigree and character. This is a truly rewarding car to drive. Our choice of a big, torquey engine has been vindicated, as this is a deceptively quick and efficient cross-country car. The more you drive it, the more you appreciate its unique 'muscle car' character that flies in the face of our competitors' trend towards buzzy high-revving engines.

"Its introduction means MG now has the broadest range in its 80-year history. The new V8 heralds the return of the practical British muscle car, and as an MG it's obviously great value too."

# Minnesota MG Group

## Annual Holiday Party

Saturday January 24, 2004

Make plans and mark your calendar now!

It's that time of year again. The MGs have gone into hibernation and the arctic winds are blowing down from the tundra. But don't despair there is one last spark of MG activity left, namely the MMGG holiday party!

The party will be held at 3M's Tartan Park clubhouse in Lake Elmo, MN. (See reverse side for directions). We will be having a buffet dinner with dessert and choice of beverage. The evening starts at 6pm with a social hour (cash bar). Dinner starts at 7pm.

The cost will be \$25 per person. Please send your checks, **no later than 1/3/04**, made out to **MMGG**, to:

Keith & Phyllis Galberth  
5245 – 2<sup>nd</sup> Ave S.  
Minneapolis, MN 55419

612-823-5441  
pgalberth@trane.com

Don't forget to bring your MG Bucks to bid on fabulous, (and some not so fabulous), merchandise.

**Auctions Items:** If you have something to donate to the auction/door prizes, please call or email Phyllis.

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MMGG Holiday Party on 1/24/04

Names: \_\_\_\_\_

\_\_\_\_\_

MG's Owned: \_\_\_\_\_

(Yr, Model)

\_\_\_\_\_

Total Amount Sent (\$25 per person) – made out to MMGG: \$ \_\_\_\_\_

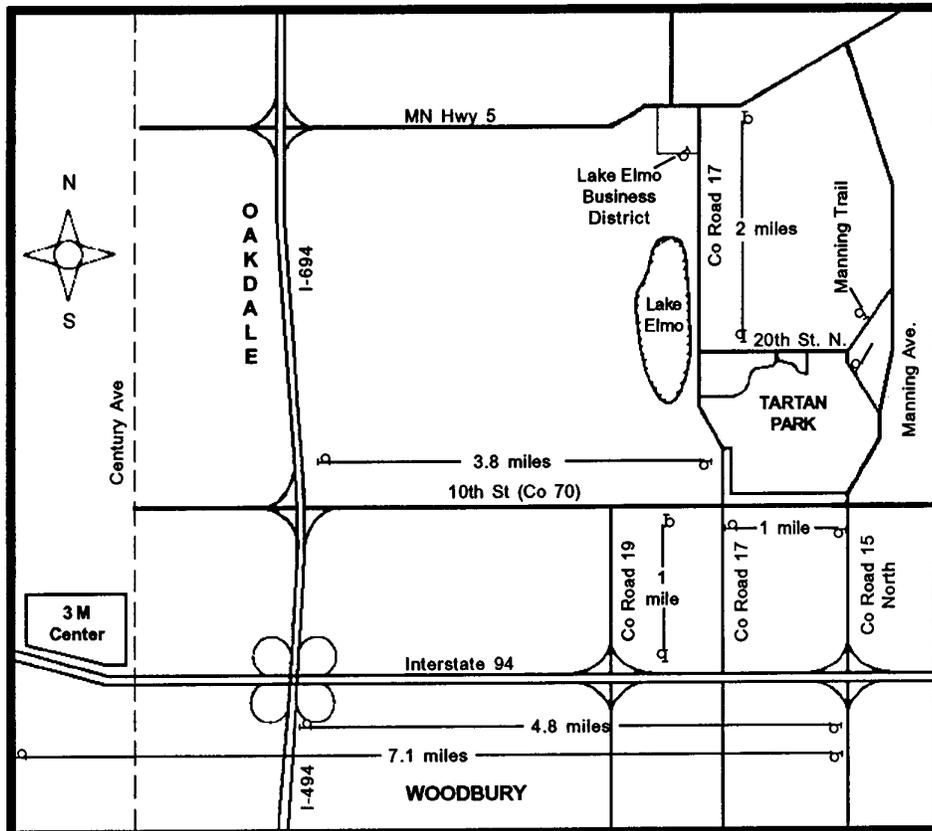
Tartan Park  
 11455 20th Street North  
 Lake Elmo MN 55042  
 651-733-3476

**Directions to Tartan Park Clubhouse**

1. Proceed east from Minneapolis or St. Paul passing the 3M Center.
2. Continue approximately 7.1 miles from the 3M Center at McKnight Road on I-94 to Washington County Road 15 (exit 253 or Manning Avenue), passing I-494/694 enroute.
3. Exit at County Road 15 (Manning Avenue), turn left on to Manning and proceed north 1.4 miles.
4. Turn left on Manning Trail, following the signs to Tartan Park.
5. Continue 0.6 mile to 20th Street.
6. Turn left on 20th Street. Proceed 0.4 mile to entrance to the park

**NOTE:**

7. For those coming from the north or south on I-494/694, proceed east on I-94 4.8 miles to Washington County Road 15 (exit 253 or Manning Avenue). Refer to Step 3 from there.
8. For those coming westbound from Wisconsin, take I-94 to Washington County Road 15 (exit 253 or Manning Avenue). Turn right on Manning and proceed north 1.4 miles. Refer to Step 4 from there.



## Spanners

*Submitted by MMGG Member Bob Figenskau  
And taken from the Internet/Yahoo Chat Room*

There was a recent article about nut sizes etc. and the inaccuracy of some manufactures. I came upon an article in a magazine in which sizes were given for various spanners. These are listed for your interest.

Spanner	Jaw size (inches)
3/16 A.F	0.191
6mm	0.236
1/4 A.F.	0.254
7mm	0.276
8mm	0.315
5/16 A.F.	0.318
11/32 A.F.	0.350
9mm	0.354
3/8 A.F.	0.381
10mm	0.394
7/32 BSF	0.417
11mm	0.433
7/16 A.F.	0.443
1/4 BSF (3/16 W)	0.449
12mm	0.472
1/2 A.F.	0.506
13mm	0.512
5/16 BSF (1/4 W)	0.531
14mm	0.551
9/16 A.F.	0.569
15mm	0.591
19/32 A.F.	0.601
3/8 BSF (5/16W)	0.606
16mm	0.630
5/8 A.F.	0.633
11/16 A.F.	0.695
17mm	0.699
18mm	0.709
7/16BSF (3/8W)	0.717
19mm	0.748
3/4 A.F.	0.759
20mm	0.787
25/32 A.F.	0.790
13/16 A.F.	0.821
21mm	0.827
1/2 BSF (7/16W)	0.827
22mm	0.866

23mm	0.906
7/8 A.F.	0.884
9/16 BSF (1/2 W)	0.929
24mm	0.945
15/16 A.F.	0.947
25mm	0.984
1" A.F.	1.010
5/8 BSF (9/16 W)	1.019
26mm	1.024

Armed with this table, a vernier and full sets of these spanners you should be able to tackle any nuts or bolts or alternatively use a Free State micrometer (shifting spanner). For Americans substitute wrench whenever spanner is used.

From Clem TC 7218 South Africa

### The Long Road

The first transcontinental highway in the United States was completed on September 13, 1913. It ran through 12 states between San Francisco and New York City. Carl Fisher, the man who built the Indianapolis Motor Speedway, recognized the country's need for a connecting highway system because, in the early 1900s, most of the roads were dirt lanes that radiated out from towns, making it difficult to get from one to the next.

Fisher called for a "Coast-to-Coast Rock Highway," the word "rock" referring to his plan to cover the route with gravel. The entire project cost \$10 million, low even for those days. Communities along the route were given the materials but had to supply the labor and equipment. Goodyear Tire and Packard Motors supplied some of the funds, and Fisher convinced Congress to contribute the \$1.7 million that was meant for a memorial to Abraham Lincoln.

To generate support, Fisher renamed the route the Lincoln Highway. It has since been paved and bears the route number of U.S. 30, U.S. 530, U.S. 40, and U.S. 50, depending on the part of the country.

## Spark Plugs, Part 2

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

**Subject: Continued from last months tech tip on Spark Plugs.**

When choosing a spark plug from a catalog, good luck. It is a lot harder than you think. Many times even the books disagree. Some of this is due to the plug companies upgrading their books to fit real world conditions versus road test or computer generated results. Sometimes a company will totally change their recommendation to a number and style that does not come close to their original listing.

Now add to this, ten or more companies making their own catalogs and plugs. If you want an exercise in frustration, just start comparing their cross-reference portions of their catalogs to each other.

Just like the saying goes there's more than one way to skin a cat. The same goes for numbering spark plugs. Some have the heat range get hotter as the numbers get larger and other companies choose the opposite. And here is another caution: even the same brands of plug, the numbers have no proportional value. For instance a N-12-Y has about the same heat range as a N-5.

Now add some home brew concoctions like a 78 block, with 68 heads, and flat top pistons, with headers and a full mechanical advance distributor and dump the whole thing into a motor home with a 4:56 to 1 rear end, and the game starts all over. Do not give up now. There is still hope. First consider the heads, as they will only safely use one type of threaded end. This can vary from 3/8 inch of threads up to 3/4 inch in length, and the threaded diameter can vary too. Make sure the plug seating area, tapered or gasket ring, matches the head also. Next consider if there's room for an extended nose style insulator or not. And most important chose a heat range that is listed for a similar engine and usage using your catalog listings. Remember, if you are going to error any, always error towards the cooler range.

Now you are ready to install them. Gap them yourself, even if the box says Pre-Gapped. Use the catalogs (this time it might even be right) for plug gap. Surprisingly the gap can vary a lot with new plugs, without making a noticeable effect on running. Try it. Gap some at 025 and some at 035.

You most likely will not notice anything except the ones at 035 will start to misfire about 5000 miles sooner. I take that back. Don't try it -just believe me.

Next I'm going to take a shot at merchandizing. Just like kids at a grocery store who always pick the most dazzling colored box especially if there's a toy inside, so do big kids with Jaguar's, GTO's, and Charger's. Come on. Admit it. When was it that you bought the shock absorber packed in a plain brown box instead of the red and chrome box? What I'm saying is, buy the plug that has an actually good reputation, not the ones that promise a free hat if you buy only 200 plugs. By the way, the coating on the metal part of a plug is there for a reason. No, it's not there for looks. It's there to prevent seizure to the threads in the head. In some cases this coating is only good for one installation. I always coat the plug threads with a thin coating of Permatex Antisieze, especially with aluminum heads. When tightening plugs, first make sure that they start correctly in the threads. You can cross thread aluminum practically by just thinking about it. Next, tighten them according to what style they are. Gasketed plugs generally are tightened an additional 1/2 to 3/4 turn after they make first seating contact. And this is very important, only tighten tapered seat plugs about 20 degrees to 30 degrees after seat contact. (That's only about 1/4<sup>th</sup> the torque of gasketed plugs). That is unless you like drilling out broken off plugs. This is caused by what we all used to throw into the category called a Communist Plot. Really, what other reason can you give for the manufactures machining a nice twist off groove around each plug? Last. Make sure the terminal end is screwed on tight (if it's that type) and make sure the plug wire terminal snaps on tight to the plug. Not just the rubber boot either. If the terminal is loose gently squeeze it closed till it fits snug. If this connection isn't tight, arcing will occur and this causes o-zone gas, which is corrosive, which causes build up of corrosion, which is an insulator. Oh well, you get the picture. Good luck!!!! *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](mailto: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..*

# 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.

- January 11, 2004**      **Natter & Noggin** at Park Bus/Columbia Transit, 896 Hersey Street, St. Paul, Minnesota. Starts at 1 P.M. Also work on your car or that of others. Located at the corner of Wycliff Street and Hersey Street. From University Avenue, turn north on Hampden. Hampden quickly turns into Hersey. Look for the sign as the bus garage is in back of another building. Hosted by Dick Wallrich at 651-644-0154.
- 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. See details elsewhere in this issue or see the flyer that was mailed out to you.
- January 25, 2004**      **Natter & Noggin** at Park Bus/Columbia Transit, 896 Hersey Street, St. Paul, Minnesota. Starts at 1 P.M. Also work on your car or that of others. Located at the corner of Wycliff Street and Hersey Street. From University Avenue, turn north on Hampden. Hampden quickly turns into Hersey. Look for the sign as the bus garage is in back of another building. Hosted by Dick Wallrich at 651-644-0154.
- February 7, 2004**      **Tech Session at Quality Coaches**, 20 West 38<sup>th</sup> Street, Minneapolis, Minnesota. Starting at 9 A.M. Randy Byboth will put a new head in our Vice President's car. Come see all the action and learn a few things. Will there be any leftover parts? Should we care?
- February 14, 2004**      **High Tea** hosted and held at the home of Simon and Lorna Bosworth from 2:00 - 5:00 PM. Call Lorna or Simon to find out what you can bring so we have our proper finger food. FFI: 651-454-7413.
- February 22, 2004**      **Natter & Noggin** at Park Bus/Columbia Transit, 896 Hersey Street, St. Paul, Minnesota. Starts at 1 P.M. Also work on your car or that of others. Located at the corner of Wycliff Street and Hersey Street. From University Avenue, turn north on Hampden. Hampden quickly turns into Hersey. Look for the sign as the bus garage is in back of another building. Hosted by Dick Wallrich at 651-644-0154.
- February 29, 2004**      **British Car Swap Meet and Autojumble** hosted by the Chicagoland MG Club. 8 am to 3 pm at the DuPage County Fairgrounds, Wheaton, Il. Lots of new and used British Car goodies. FFI: Jim Evans at 630-858-8192 or Dave Mullis at 630-916-7358 or see [www.britishcarswap.info](http://www.britishcarswap.info) or [www.chicagolandmgclub.com](http://www.chicagolandmgclub.com).
- March 7, 2004**      **Natter & Noggin** at Park Bus/Columbia Transit, 896 Hersey Street, St. Paul, Minnesota. Starts at 1 P.M. Also work on your car or that of others. Located at the corner of Wycliff Street and Hersey Street. From University Avenue, turn north on Hampden. Hampden quickly turns into Hersey. Look for the sign as the bus garage is in back of another building. Hosted by Dick Wallrich at 651-644-0154.

- March 20, 2004**                    **Go Kart Racing** – More detail later.
- March 21, 2004**                    **Natter & Noggin** at Park Bus/Columbia Transit, 896 Hersey Street, St. Paul, Minnesota. Starts at 1 P.M. Also work on your car or that of others. Located at the corner of Wycliff Street and Hersey Street. From University Avenue, turn north on Hampden. Hampden quickly turns into Hersey. Look for the sign as the bus garage is in back of another building. Hosted by Dick Wallrich at 651-644-0154.
- March 27 or 28, 2004**            **Spring Kick-Off Brunch.** Hosted by MMGG member Dawn Williams. More details as they become available.
- April 10, 2004**                    **Spring Clean Up Session** at Park Bus/Columbia Transit. FFI: Dick Wallrich at 651-644-0154
- April 17, 2004**                    **Tech Session at Midwest Motor Sports.** Hosted by Dan Iberg and his staff at Midwest Motor Sports. Similar to past years session. Get your car read for driving. Date is tentative at this time. FFI: Dan Iberg at 320-251-0676.
- May 2, 2004**                        **Intermarque Banquet** hosted by the Intermarque Council for everyone who enjoys classic cars. More detail as it becomes available.
- May 8, 2004**                        **Healey Hill Climb III** hosted by the Minnesota Austin-Healey Club. Always a fun event. FFI: Tom Hazen at 612-237-1883 or [tom\\_hazen@adp.com](mailto:tom_hazen@adp.com).
- May 14 – 16, 2004**                **Donnybrooke Vintage Revival** hosted by Vintage Sports Car Racing (VSCR). Location is Brainerd International Raceway, Brainerd, Minnesota. FFI: Rich or Liz Stadther at 651-698-1981 or [www.vscr.org](http://www.vscr.org).
- May 22 to 30, 2004**                **British Car Week** or drive your car to work, show it off, celebrate your Little British Car (LBC). Let's see them on the road!
- June ?, 2004**                        **Summer Picnic** held at and hosted by June and Tom Moerke, 910 Ridge Pass, Hudson, Wisconsin. FFI: June or Tom Moerke at 715-386-5341.
- June 4 to 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. *Editors Note:* Dick and Val Wallrich will lead a caravan to this event, leaving the Twin Cities June 1 returning June 6. Call Dick at 651-644-0154 for more information.
- June 17 to 20, 2004**                **Kohler/SCCA June Sprints** at Elkhart Lakes, Wisconsin. FFI: 1-800-365-RACE or [www.roadamerica.com](http://www.roadamerica.com).
- June 18 to 20, 2004**                **Minnesota Street Rod Associations 'Back to the 50's'** in St. Paul. More detail as it becomes available.
- June 24 to 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](mailto:rchezem@optonline.net) or visit the website at [www.mg2004.com](http://www.mg2004.com).

- July 3, 2004** **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 9:00am, you can enjoy food, crafts, music and great car show with a foreign car class! Trophies are awarded for best in class at 3:00pm. Following the Car Show, join us for a scenic drive through North Western Wisconsin to our supper destination “Foster’s River View Inn” for Prime Rib and Seafood buffet. Head home from there or stay the night the Americinn in Chippewa Falls (715-720-5711) tell them you are with the MMGG for the special room rate of \$84.00 & make your reservations by June 3<sup>th</sup>. Contact Steve & Diane for more info. – ([drindt5953@hotmail.com](mailto:drindt5953@hotmail.com)) or call (715-832-8316).
- July 12-16, 2004** **GOF Central 2004, MK XXVI** sponsored by the Ohio chapter of the New England MG-T Register. This Gathering of the Faithful will be held in Fairborn, Ohio. FFI: Contact Greg Garnett at 513-523-3720 or email at [garnetgl@muohio.edu](mailto:garnetgl@muohio.edu).
- July 15 –18, 2004** **Brian Redman International Challenge** at Elkhart Lakes, Wisconsin. A very large vintage race presented by Jaguar. You can drive your car on Road America. FFI: 1-800-365-RACE or [www.roadamerica.com](http://www.roadamerica.com).
- July 23 and 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 reseverations 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](http://www.paradiseshores.com) and Al Capone’s Hideout at [www.alcaponehideout.com](http://www.alcaponehideout.com). Contact Steve or Diane at [sdrindt@msn.com](mailto: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>.
- July 31, 2004** **Ellingson’s All-British Car Show & Swap Meet** in Roger, Minnesota. Hosted by the Pennoyer’s, McCullough’s, and Vanner’s. Mark this on your calendar. FFI: Jim or Cindy Pennoyer at 763-536-5472.
- August 12 to 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](mailto:JohnTwist@universitymotorsltd.com). Also see the web site at [www.universitymotorsltd.com](http://www.universitymotorsltd.com). *Editors Note:* Dick and Val Wallrich will lead a caravan to this event, leaving the Twin Cities August 9 returning August 16. Call Dick at 651-644-0154 for more information.
- August 19 – 22, 2004** **Road America 500** at Elkhart Lakes, Wisconsin. FFI: 1-800-365-RACE or [www.roadamerica.com](http://www.roadamerica.com).
- September ?, 2004** **Fall Color Tour** hosted by Ken and Diane Merrill. More detail to follow. FFI: Ken or Diane at 651-455-5681.
- September 11, 2004** **Wheels and Wings** put on by Classic Motorbooks in Osceola, Wisconsin. Hosted by Jerry and Nancy Strand. Always a club favorite. Last year we had the largest club presence with over 40 MG’s in attendance. Make sure you attend. FFI: Jerry or Nancy Strand at 715-386-5930.

- September 16 – 18, 2004** **Elkhart Lake Vintage Festival** at Elkhart Lakes, Wisconsin. Featured marque is Morgan cars. FFI: 1-800-365-RACE or [www.roadamerica.com](http://www.roadamerica.com).
- October ?, 2004** **Fall Color Tour** hosted by Tom Moerke and Wayne Soderbeck. FFI: Tom at 715-386-5341 or Wayne at 715-425-5032.
- October 16 or 23, 2004** **Bayfield, Wisconsin Drive** hosted by the Northern Lights Car Club from Duluth Superior. FFI: Steve Kaplan at 218-727-5911.
- November 13, 2004** **Annual Meeting** hosted by Al and Sharon Kelsey. More details as they become available.
- January ?, 2005** **Holiday Party.** Hosted by Jack & Kathryn Schneider and Glenn & Annette Fisher. FFI: Schneider's at 651-552-1780 or Fisher's at 651-458-3878.

**Interested** in more pictures of MG2001? If so check out <http://www.bmcautos.com/>.

**For Sale:** Complete Air Conditioning unit for MGB's 68-76. This was working when removed from a 73B and has all brackets, pulleys, compressor, blower, vents, hoses, cooler-I guess everything down to the switches. It looks great. Similar units have gone for over a grand on Ebay. \$699.

Call Terry at 320-845-7372 or email to [tnydeen@charter.net](mailto:tnydeen@charter.net).

*January, 2004*

**For Sale:** MGB and Midget parts. MGB parts for 1968-1980 and Spridget parts for 1958-1979. MGB Engine-runs well, four-speed non-OD gearbox (several available). Differentials for MGB's, a few body panels, new floorboards for 1968-1980 and much more. New gray interior for 1976-1980 MGB, including seats. Also DCOE Side draft carburetor on running MGB engine. Austin Healey Sprite Bugeye bodyshells, 1972 MG Midget rolling body-crash damage on top, great rear wings/possible repair. Hardtop for 1968-1979 Midget \$250, good glass, gaskets, fiberglass. Many cars and parts collected over the last few decades. If you don't see it listed, call or email with your needs. Brian Mc Cullough 651.462.0145 or [brian@bmcautos.com](mailto:brian@bmcautos.com).

*January, 2004*

### 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:** 1977 MGB roadster, Damask Red, needs interior door panels, top, and rear dog-legs. Runs well. Asking \$2500. Contact Ken Anderson, Lakeland Imports, 474 St. Croix Trail South, Lakeland, MN (651) 998-0508.

*January, 2004*

*(Presidents Column Continued from page 3)*

during the entire quiz. Three students got question 14 wrong.

All we have to do so we don't get to next year at this time, wondering where the year went, is to enjoy every moment as it happens. It will be my goal this next year to provide as many opportunities as possible for you to look at me and either laugh or (for you men) say, "See, at least I didn't do *that!*"

Stay Warm!

Alan Kelsey

## This and That

Foreign

Domestic

### Midwest Motor Sports, Inc.

26 South 1<sup>st</sup> 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 38<sup>th</sup> St. (38<sup>th</sup> & Nicollet)  
 Minneapolis, Mn. 55409  
 Ph. 612-824-4155, Fax 612-824-4460 Email:  
 qcoaches@uslink.net

**MOSS Distributor-STOCKING PARTS TO KEEP  
 YOUR MG-TRIUMPH-AUSTIN HEALY RUN-  
 NING. 30 YEARS SERVICE FOR BRITISH  
 CARS, FOREIGN & DOMESTIC REPAIR.**

### BMC British Auto

Austin-MG-Mini-all types of pre and post  
 War British Automobiles. Mechanical Services  
 and Restorations of both.

#### **Brian McCullough**

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

Politicians and diapers have one thing in common.  
 They both should be changed regularly and for the  
 same reason.

### MG Done for the Year?

When was the last time you checked your fuel pump? Now that winter is approaching fast, why not have your fuel pump overhauled and ready for spring?

All SU pumps overhauled using ALL NEW factory original parts specially imported from England. If it moves, we replace it. All models undertaken including LP (for TD, TC, and earlier), HP (for MGA and TF), AUF300 (for MGB), and LCS (for Austin Healey and MGA Twin Cam). Others inquire.

Most are a flat fee of \$40.00 plus parts (usually \$40.00). Typical turnaround is 3 days.

Horns and wipers also overhauled. MG mechanical service and restoration also available.

Call or ship to Lew Palmer, Roundabout Motors,  
 16780 St. Mary's Drive, St. Mary's Point, MN  
 55043 Phone: (651) 436-7401.

### Regalia

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. If you have any questions please call me. Rich Leslie at **763-754-2965**

### 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](mailto:jdmasley@yahoo.com). Make checks payable to the MMGG.

**For Sale:** 1979 MGB 79K miles, all original. Interior in excellent condition, body in overall good condition. Includes Tonneau cover, Top Cover, and Car Cover. Needs clutch, but overall is a well cared for car. Job transfer forces sale.

Asking \$2,500.

Brian (952) 294-7769 days; (952) 935-2054 eves.

*November, 2003*

**For Sale:** Troy-Built 4 in one chipper Vac. Used only once. Self propelled. Optional hose for flower beds. Still under warranty. Bought for \$950.00 Will sell for \$500.00

Dick at 651-644-0154

*November, 2003*

**For Sale:** 1966 A-H Sprite, Signal Red, Immaculate condition, MG wanna be. Turn key car. Nothing for you to do \$10,500 or best offer. Also I have for sale the following:

**For Sale:** 1973 MG Midget split bumper, round-arch in British Racing Green. "Frame-off" restoration. \$12,500 or best offer. Contact Curt Carlson on either car at 612-721-8667 (H) or 612-251-7492 © or [spritemann@hotmail.com](mailto:spritemann@hotmail.com) or [mnhealey@earthlink.net](mailto:mnhealey@earthlink.net).

*November, 2003*

**For Sale:** Complete, excellent 1.8-liter engine from '77 Roadster. This has been my summer driver for three years. I am converting to V6 this winter. Downdraft carb, header, rebuilt in 2000. This car will run all day at 4000rpm in any weather. It idles like a dream, with high oil pressure and it runs cool. If you hurry you may be able to drive it. Money back guarantee for 6 months \$800 or \$500 without the carb and manifolds. Also '77 Overdrive tranny. Shifts well. Overdrive does not work. Drive it today. Buy it tomorrow. \$500.00. Contact Chris at 320-259-1919 or [chris-sorenson@cloudnet.com](mailto:chris-sorenson@cloudnet.com).

*January, 2004*

**For Sale:** 1963 MGB Roadster, 95% done on complete rebuild. Body panel replacement by professional shop. Extensive mechanical, body, interior reconstruction. Ferio converted redone seats, roll bar/wind deflector. 32/36 Weber downdraft with intake. New header, Monza exhaust. New Michelins. Far to many parts to list here. \$6,000 firm. Dave at 641-581-4350 (Forest City, Iowa) or [jaage15@hotmail.com](mailto:jaage15@hotmail.com).

*January, 2004*

**Parts for Sale:** New, in-the-box black molded carpet for 62-76 MGB Roadster. Two new battery boxes. Roll Bar, fits? Two complete doors, trunk lid and many other items from a 65 MGB Roadster. Wiring harness from 65 roadster. Two wind-screens (glass scratched) with good frames. 32/36 downdraft Weber/intake. New sets of Brambo brake rotors. Good tonneau for early 'B' roadsters. Many other items. Dave at 641-581-4350 (Forest City, Iowa) or [jaage15@hotmail.com](mailto:jaage15@hotmail.com).

*January, 2004*

**For Sale:** 1971 MGB, Orange with black leather interior, 42,xxx original miles, chrome bumper car, new top and new tires, runs well. \$4100 or best offer. Call Stacey or Vern at 651-247-5078 (cell) or 715-248-3511.

*October, 2003*

**For Sale:** Set of 4 new 14x6 Minilite style wheels. These are made by Superlite and very nice in their platinum powder coated finish. They come complete with center hub and chrome lug nuts. These are lighter than the usual Minotar wheels available from Moss and others (12 1/2lbs) and beautifully made. These needed to be imported from England and shipping was outrageous but my loss is your gain. \$625

Call Terry at 320-845-7372 or email to [tnydeen@charter.net](mailto:tnydeen@charter.net).

*January, 2004*

# 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 \$35.00 with a \$5.00 discount if paid before our Spring Kick Off Gathering (mid-March). 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 \$35 (or \$30 if paying before mid-March) and mail to:

**Minnesota MG Group  
6363 Gopher Blvd. North  
Oakdale, Minnesota 55128**

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

## Safety Fast

**We're on the Web!**  
**[www.mmgg.org](http://www.mmgg.org)**