



# GAZETTE

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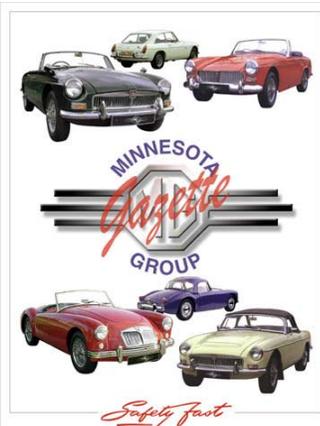
## Crewing for Babe

*Submitted by MMGG Member Steve Nichols*

First off, Babe is a 1962 MGA that has been a race car all of it's 41 years in America. Kent Prather of Prather Racing in Topeka, Kansas purchased "Babe" in 1979, and he has immaculately prepared and driven it to win races ever since.

I accepted an offer to crew for "Prather Racing" at Mid-America Motor Plex near Omaha, NE on April 26/27, 2003. I was excited to see another side of racing unfamiliar to me. First we had base camp (paddock) to set up. Then I was shown some last minute details that needed to be completed, before the cars and drivers could head on track for their qualifying sessions. Besides having the racecars in top-notch mechanical shape, we also had to make sure they were looking good. Here I was, wrenching and polishing

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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.*

## Going to Winnipeg?

### Interested in Staying at the Fort Garry Hotel?

Dick and Val Wallrich will be leading a group to Winnipeg to attend Rendezvous 2004. The event is June 4 to 6, 2004. Leaving about noon on Monday, they plan to stop at Detroit Lakes Monday night. They then plan to spend Tuesday and Wednesday night at the historic Fort Garry Hotel. Thursday, Friday, and Saturday nights will be spent at the Rendezvous 2004 host hotel. Although we have not had official confirmation, that hotel is Clarion Hotel, Winnipeg Airport/Polo Park ([www.clarionhotelwinnipeg.com](http://www.clarionhotelwinnipeg.com)). Contact Dick NO LATER THEN February 10 if you are interested in staying at the Fort Garry Hotel. Dick will try and get a group rate. You can get more information on the hotel by going to their web site: [www.fortgarryhotel.com](http://www.fortgarryhotel.com). Dick or Val can be reached at 651-644-0154.

*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:*

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## The Oil on the Dipstick

By MMGG President Alan Kelsey

### Where We Have Been

One of the reports I've heard about how Italians get ready to drive, states they will, upon entering a vehicle, reach up and yank off the rear view mirror, muttering something about, "We're going forward. Who cares what's back there?" This may or may not be true. All I can say is the people who run with the bulls are in Pamplona because they couldn't cut it on the streets in Rome.

It isn't a bad idea to look back and take stock in our history. It gives perspective to the present and future. For example, I grew up in the "Jetsons" generation. We'd watch as George and Jane (yes, I can still sing the theme song) would use all kinds of labor saving devices. Naturally, we yearned for the day when these machines would make our lives better. Many of them are here today.

Recently, Sharon and I purchased a little robot vacuum cleaner. Its kind of a cute little thing that hums around a room in some sort of mathematical pattern (that's what the manufacturer says it is anyway), cleaning it's little heart out. It actually does a decent job, if it doesn't get stuck somewhere. I tried it out under the bed, where the regular vacuum doesn't quite reach. I'm thinking about calling it my "Dust Bunny Herder." Yee-haa!

Of course, that got me to thinking about cleaning out the cars. When you go to a car wash, one of the last in the series of squirters and slosers is the wind machine. You know, those are the things that blow hard enough to actually rock a Suburban back and forth. Well, that air has to come from somewhere. Why not hook up a hose to the inside of your car. If the sucking power is anything like the other end, it would really clean everywhere, probably even under the carpet (if there'd be any carpet left).

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

By the way, some of you might remember that we have four convertibles in our family now. It's really entertaining to go through a car wash and the hurricane tunnel with a soft top. Once I suggested duct tape, but that was overruled.

As long as we're looking back to the days of yore let's not forget the computer. One of the earlier films that had a computer in a leading role was "Desk Set," starring Katherine Hepburn and Spencer Tracy. When we see those monstrosities that could hardly add more than three numbers, it's staggering how far we've come. My brother got one of those 128MB "Pen Drives" the other day. He told me that he started by programming mainframes that had a total of 128 KB and now he could hold a thousand times that in one hand.

What about the computers in our cars? Mechanics today have to know as much about RAM and ROM as they do about psi and torque. I can remember Dave Stovall (a member who retreated out west a few years back – so now I can talk about him) telling about throwing a rear wheel weight while on an MG drive. Naturally, it was on the car that had wire wheels. Rather than risking losing a dental crown from the severe vibrations, he decided to try a tire shop he saw in a small village along the way.

No, there was no way their machine would accept his wheels, but one of the old-timers happened to be there. Still with the toothpick in his mouth and the old, oil-stained cap firmly on his head, he meandered over to the car, which was on a hoist, supported by the frame, wheels hanging free. Dave was wondering what would happen next. Leaning with his hand on the rear fender, the old man told one of the young squirts to climb in, start the engine and put it in second. After only a few seconds, he yelled, "Okay, you can turn it off now." When the wheel slowly stopped turning, the old guy pointed to a spot on the rim and said, "There. Put a one and a half right there."

Oh yeah, sure. Like that's going to help, Dave thought. Well, the show was worth the charge. So

Dave got in and drove off. To his amazement, the ride was one of the smoothest he'd ever had. Without the aid of computers or electronics, this man could balance wheels on the car.

All in all, I like living today better than I would fifty or a hundred years ago. However, somehow we need to keep track of a few of those old ways, the crafts and skills that got our parents through before the age of the digital engine analyzer that includes an oscilloscope with 12" screen, printer, and Nintendo all on one stand (shipping is free, by the way).

The Holiday Party will no doubt be another fantastic success. Now, we're looking forward to three super events in February. On February 7, there is what's becoming an annual Tech Session at Quality Coaches (20 West 38th Street). When they mentioned Randy would be installing a new head, I got a little nervous.

Then, on February 14, Simon and Lorna Bosworth will host High Tea. Just one week later (February 22), Park Bus/Columbia Transit at 896 Hersey Street in St. Paul will host a Natter & Noggin. We can also work on our cars or "help" others. There's plenty to do while still staying warm and fed. It's going to be a **great** year!

Until Next Time,

Alan Kelsey

## All MG Calendars

If you are looking for an all MG Calendar for your office of garage, go to [www.calendars.com](http://www.calendars.com). Click on the "Car and Truck Calendars" category. Then click on "Sport Car Calendars". Finally scroll down to locate "MG by Stuart Pearson". The 12" by 12" calendars are very good quality and sell for \$12.99 each plus shipping.

*(Babe Continued from page 1)*

on an MG racecar, in the pits of my first race as crew. I loved it! Besides going away with another qualification made for Babe towards the 2003 SCCA Nationals. I learned to pay attention to every last detail. Each person contributed to help Kent on his quest for his 5<sup>th</sup> National Championship.

Amazingly an offer came to join the "Prather Racing Family" at the SCCA Run-Offs at Mid-Ohio. I went to work immediately on trying to fit this dream come true event into my tight schedule. Many adjustments later, I'm touching down at Columbus, Ohio to start the ground part of this adventure. Grabbed a rental and off to the track I head. Oh ya! A little food and yes, beer too. As I drove over the last hill to see the 700 plus cars, and all the Transporters and R.V's, it took my breath away. Could the MG go home as National Champions again I thought?? Hell yes!

After gathering my crew credentials, I'm off to find Prather's base camp. Which took some help from an Anoka, MN friend and his golf cart. After a quick hello to the whole gang, as Kent and son Jessie were helping a fellow competitor with his car, we start to prepare Babe for that day's practice and qualifying session. Out to the grid we head with the car, as I can't believe I'm crewing at the Run-Offs, and for an MG. As Kent's getting ready to head out on track, he's as cool as a cucumber, I'm nervous as hell. We get the 1-minute whistle, to clear the grid. Kent's wife, Kathy Prather, and I are on the edge of the track when all the G production racecars roar by for a warm up lap; I have goose bumps all over. In the hot pits, I keep thinking. WOW! Helping and supporting a great friend and potential 5 time National Champion. Does it get any better then this? Zoom!! The cars race by for their last lap of the session, shocking me back to reality. To find out Kent had improved his time, but so had the one car that was faster yesterday, a Datsun 510. I couldn't believe a 510 was that fast, they are as aero dynamic as a toolbox. As Steve learned, 510's make lots of horsepower.

We head back to the grid twice more that day, once for Jessie Prather, racing in E Production in his Mazda RZ-7, and once for Prather customer

Don Christman with his GT-3 class Mazda RZ-7. That night we attend a large chili party for drivers and crew. Stories were flowing as well as the beverages.

During Thursday's practice and qualifying, Kent improved on his lap time, but so did that damn 510. Officially Babe is starting the National race in 2<sup>nd</sup>, or outside of the front row. Thursday night we all headed into Mansfield, OH for the annual Mazda appreciation dinner. Great food, great company, but not one prize for our group. Walking out, I lipped off "nothing easy guys, we are going to have to work for our rewards".

Hurricane Isabelle pounded us all night, and morning. We were surprised to get an unexpected visit from Elliott Forbs Robinson in the rain, to wish Kent the best on his race, later that day. As the first race of the day got under way, the rain was slowing, however TV said rain all day. Should we run rain tires or slicks was the question now? Kent made his final decision. Jessie and I hand cut grooves in his slicks, for some added traction. Then it's off to the grid for pre-race festivities. What a sight! All drivers, cars and crews are ready for their biggest race of the year, and there's "Babe" proudly sitting in the front row. Speed Channel is also mingling about with two race reporters and camera crews. Kent is walking around shaking hands of all his competitors, again cool as a cucumber. Yes, I was a nervous wreck again, let's get the cars rolling, I'll calm down, I thought. We hear the 1-minute whistle, and take off down pit row, as Kathy and I head to our spot for the race.

Mid-Ohio gives the green flag on the back straight, and the checked flag on the pit straight, where we are. As the cars race by on the 1<sup>st</sup> lap Kent is running 2<sup>nd</sup>, and right there on that 510. After the cars roar by, we are able to move to a small walkway between the track and pit road, and along comes one of the Speed Channel crews. Could I just stand there like I had for so many other races? No way!! Kathy paced, I just had to keep moving around, my nerves were running wild!! The whole team wanted to win so much, after all the hard work, just to get to this spot. Kathy had radio communication with Kent and I had the live

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timing and scoring gameboy. Where we were standing, if I looked just over the top of the Speed



camera, I was able to get a glimpse of the cars through Thunder Valley, which is a few corners before the pit straight. On lap 5, I'm able to see that Kent and his white MGA had taken the lead. Zoom!! They race by, and we are jumping up with excitement as if this will help Babe go faster. Again, and again they race by and yes Kent and Babe are showing the way. A little over half way, a local yellow flag goes out in turn 11, then a big crash in turn 11, and now a full course yellow. We knew that the 510's small tires were hot, but how were Kent's? As the green came back out, the 41-year-old Babe pulled away from the field. On the last lap, Speed Channel was telling me the 510 had caught the MGA. As we watched the last lap through

Thunder Valley, around the carousel, and across the finish line for the checkered flag, it's Kent Prather and his MGA "Babe"!!!

WOW !!! WOW !!! WOW !!! A dream came true for me, to be a small part of this winning team. Can we say happy???? We all headed over to the finish line to congratulate the Champion, and for his victory interview. Everyone was so happy for Prather Racing, what an exciting time. In came the winning white MGA and Kent, who was still cool as a cucumber. How does he do that? The officials handed Kent the checkered flag, as Kathy, and I climbed aboard "Babe" to join Kent on his victory lap as the 2003 SCCA Vavoline Run-Off winner in G production, and a 5-time G production Champion. I must say this was the part I had dreamt about prior to going to Mid-Ohio, a victory lap at the Run-Offs. This was so much better in real life, so many people waving flags and all so happy to see Kent and his MGA win again. The only problem was that the lap went by way to fast. Victory lane celebration now, and the spraying of the champagne, I even got to sample some of the bubbly.

As Kent And Kathy were whisked to the  
*(Babe Continued on page 8)*



## The First M.G.

by Ian Parsons

Some of you may have seen an article in the latest edition of "MG World" magazine claiming to have found the first ever production MG circa 1927 with the added Kudos of being the car that the beer "Old Speckled Hen" was named after. Until recently I had no idea that this now famous car was the same one that had been in my family for years.

I well remember as a child playing around an old dusty car

tucked away in the upper storey of my family's garage business in Cardiff. The car had no particular interest to me at the time. As far as I was concerned it had always been there and was part of the furniture serving only to allow me to sit in the drivers seat and go on imaginary drives out of site from any adults. I was vaguely aware it was an MG but at the time couldn't quite work this out as my perception of an MG was a fast open top sports car and this was a small "old fashioned" saloon. It was always referred to as the "Old MG" and I knew it had been in the family for many years and that was

about the sum total of my knowledge of the car.

In fact it had been bought by Grandfather in the forties and my Uncle then bought it from him for £20.00 at the end of the war. It was used and abused in trials and other club events by my Uncle and father as well as being a general workhorse through the fifties. A fire had damaged much of the original body prior to my Uncle's purchase and as was quite normal at the time a new body was built onto it. At this time there were no constraints on complying with originality and the new body was significantly different to the one it left the factory with. The original oval rear window was changed to a more "modern" looking oblong shape, a new dashboard was fitted and a new longer bonnet was fitted. My Uncle was a pilot in the Fleet Air Arm and for some reason best known to himself he fitted an air speed indicator out of an aeroplane into the now far from standard dashboard! The car was named Ottazell II (the second in a sequence of five Ottazell cars in the family). This rather odd name originated from my Grandfather who had a Morgan three wheeler, which was prone to overheat during hard use - in fact it got "hot as hell" and so the name was adopted. The photographs in "MG World" show the very rusty car still displaying this name proudly along its bonnet. As time went by the car was rele-



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gated to shopping duty with my Grandmother at the helm and when a newer more modern car took its place the MG was put away in a corner of the family's garage where it remained for many years. Why it was never sold at that time is something of a mystery. One idea my Uncle had (purists better skip this bit) was to re-body the car as a soft-top. As is so often the case the time never presented itself to carry this out. I suspect also that the car was at that time thought of as part of the family. With its long service combined with a very low resale value (at that time) warranted its long term retention with its new role being a play ground for small boys. In 1982 my Uncle died and the family business disbanded. The car was inherited by my cousin who continued to store it right up until last year when he was made an offer for it from the Abingdon brewery who produce "Old Speckled Hen" who wanted the car to use as a marketing tool. As it turned out they were taken over by another company before they could buy it and the budget for this project was withdrawn. It was at this time the current owner; MG Enthusiast Fred Body then contacted my cousin and bought the car last September.

The cars previously unknown prominent history (at least in our family) was detailed in Robin Barraclough and Phil Jenning's book "Oxford to Abingdon" being identified as the first ever-original production MG called

a14/40 featherweight based on a Morris 14/28. The name "featherweight" was gained as a result of the optional specially designed lightened body to improve the power to weight ratio. As the first original MG it also featured in the September 1927 Autocar magazine and when MG had their first ever Motor show appearance in 1927 the 14/40 on



the stand had the same registration number WL 3450. Apparently though history records that these plates were just borrowed for the show car and the actual WL 3450 was not shown. The factory kept the car for a year as a demonstrator/ prototype and various developments were carried out over this period. The registration number is credited to the car known in the factory as "The Old Speckled Hen" due to Cecil Kimbers enthusiastic attempts to create an alternative and different paint scheme, which included a speckled body.

The current beer was not produced until 1989 when the brewery went through the MG records to find an original name with an MG connection for their product. Through the Heritage centre at Gaydon the current owner has many copies of documents from the factory detailing various modifications that were made during this period. Over

time it was thought by many that this car had been destroyed but eventually my cousin was traced as the owner but for personal reasons did not want any publicity surrounding the car.

My father had not seen the car for many years following my Uncles death and on hearing about it's new lease of life was naturally keen to see it again. He discovered he still had the original steering wheel, which the new owner was keen to incorporate into the re-build. An ideal

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occasion for this reunion presented itself at the Bristol Classic Car show in early February as the new owner Fred Body was displaying another car on the MG car club stand. Having met up we all left the show mid afternoon and went over to Somerset to see the car. Considering the limited length of time the car had been in Mr. Body's care progress was remarkable. The interior had been totally stripped out and the new timber body frame and floor was complete. Due to the alterations made by the earlier "vandals" (as described with good humour by Mr. Body) there was no template to go by to build a new bulkhead to the original design. Gaydon to the rescue who amongst their collection of significant British Motor Industry memorabilia actually

had an example of a timber bulkhead unit for the car. Mr. Body was lent this to copy although on arrival to collect found it would not fit into his Volvo saloon's boot! A bit of jiggling and it squeezed into the back seats under the watchful eyes of Gaydon curators. The craftsmanship required to restore a car of this era is remarkable and makes more modern Midget and MGB body swaps seem straightforward. Most of the work is being carried out by Mr. Body himself who is more than qualified to undertake such a project. An authority on pre-war MG's he has won the Best in Show award at Shepton Mallet on several previous occasions with other projects including an 18/80 Saloon and a 1927 14/28 tourer. His attention to detail is exceptional and everything will be restored to ex-

actly as it was when used as a prototype for the factory. If he can't find a period part he will make it the original specifications. He intends to finish it by the end of the year and I suspect we shall be seeing it at many shows in the near future. If I was a betting man I would think it not outside the realms of possibility that a prediction of next years best in show may be fairly easy to guess!

Ian Parsons

*Editors note: This article was found on the website [http://mgcars.org.uk/midgetspriteclub/news1/speckled\\_hen.html](http://mgcars.org.uk/midgetspriteclub/news1/speckled_hen.html) and brought to our attention by the members of the Texas MG Register. We thank them for making this available to us.*

*(Babe Continued from page 5)*

tower for more post race interviews, Jessie and I headed off to impound with Babe. Across the scales and into the tent for post race inspection. We had to pull the motor under the Officials eye, before giving the SCCA Officials the internal parts they needed to check for correct measurements. A couple hours later, Kent was awarded the checkered flag as officially winning the race with Babe being pushed out with 2 boxes full of parts.

LET THE FUN BEGIN!!!!

As people came by camp, and we traveled to other spots, everybody was so excited to congratulate the Champion. Again, that evening sure went by fast. I ended the day by sitting on pit road, all alone, having a beer, and reflecting on everything I had just experienced. What a day!!!!

Saturday was a full day as a spectator at the Run-Offs with continued celebration of the MG's win.

Sunday brought out Jessie in the E production race, the largest field at the Run-Offs, 42 cars. He started 11, and after being punted off track twice, he clawed all the way up to finish 7<sup>th</sup>. This was a great race!!!!

Don started 21<sup>st</sup> in the GT-3 race, which was his last race, and the last race of the 2003 Run-Offs. As he headed out on track, we all hoped he could finish the race. 5 laps into the event, he tangled with the wonder bread car in the keyhole, and ended his race. Bummer!!

Prather Racing sure had a proud table at the drivers banquet on Sunday night. Lot's of fun conversation, warm company, future planning, and the Champion popping the champagne.

## Exhaust Systems

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

Modern cars have chosen to mount the exhaust systems fairly rigid, and then incorporate some type of flexible connection that allows the engine to move around considerably. But I'm going to address only the earlier type cars that mount both the engine and exhaust fairly tight with little movement. Sure there's rubber mounts, but they're intended to only soak up certain vibrations. With these early mounting systems, clearances many times are less than one-half inch. So you see, any mount failures, either engine or exhaust, can cause contact of pieces. The penalty here can range from just an annoying dentist drill type noise, to rubbed through oil pan, brake line, or gas line, any of which can ruin your whole day. Exhaust pipes can run over, under, and many times through frame cross members, so if an engine mount fails, terrific loads can be transmitted to the exhaust system. In time this can bend or break off pipes or even exhaust manifolds.

Next I'll try to explain the importance of alignment. The external alignment is pretty much a visual thing. Don't forget that some things like shocks, suspension, and brake hoses move during the vehicles normal use, so allow for this.

Next, is internal alignment: And this is most critical if you expect the most performance from your engine. The thing to keep in mind is that parts are always mass-produced, and more often than not they don't even come close to fitting right. I'm not talking about where the exhaust hits the frame; I'm talking about misalignment where the manifold hits the head ports. Most valuable indicator of port alignment (or lack of) is the manifold gasket. It will have telltale marks of surfaces that don't line up. If the manifold is bolted up metal to metal without a gasket, it will still have these marks. Now, this is kind of like carrying a couch into the house with the door blocked half closed. A half hour spent with a drill and a rotary file dressing off these protrusions will give you the horses you paid for. Next, the outlet of the manifold to the head pipe is another restriction possibility. Just cause

the catalogue says "Fits 59 to 75 Models" doesn't mean the gasket or o-ring can't be a big bottleneck. The inside diameter has to be at least as large as the exhaust pipe I.D.

Following on back, all parts aren't created equal. Many manufactures skimp everywhere they can. The muffler is the most common place for cheating. I won't mention names (but the initials are F & F). The mufflers they sell seem to have very small internal tubes, and all they do is weld on in and out pipes of various sizes. What I'm saying is look inside. Just cause the box says inlet 2 1/2" doesn't mean the rest of the innards are that big. If your making a custom exhaust system, and have a choice, make it with larger diameter stuff. But don't build it eliminating the main muffler. A good muffler sacrifices practically no power. Some so called performance tail pipe / resonators are unbearably loud if installed without a muffler. They seem to put most of their engineering into chrome and paint.

Next about headers: If you enjoy grief and trouble, headers are right down your alley. Again, the old "Fits All Engines From 59 to 75" can be the biggest lie since "It's Just A Temporary Tax". Worse yet, port alignment may be next to impossible to correct because there's no metal to work with. Also, the very nature of their construction limits their longevity. They also turn loose tons more of under hood heat. If you do get a set that fits well, quick take them back off and send them off to be ceramic coated. This coating greatly increases life and greatly reduces radiant heat at the same time. One more thing about headers: Some stock cast iron manifolds are quite efficient, and you can actually reduce power by installing a poorly designed header, or you can move the power band up into a RPM range that you never use. On some applications heat shields or wrappings are necessary to keep from cooking other under hood components.

*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.

- 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**      **Intermarque Go Kart Challenge** – From 8:30 to 11:00 a.m. at the ProKart Indoors track in Blain. This is the fourth year for the Jaguar Club sponsored event. Awards lunch will follow at Tasty Pizza. Call Peter Griffin at 612-922-3917 or [pgrif888@aol.com](mailto:pgrif888@aol.com).
- 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. It will take place at the Radisson Conference Center in Golden Valley. 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.
- !!!Check Page 1 of this issue for details on the Fort Garry Hotel!!!
- 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 [gar-netgl@muohio.edu](mailto:gar-netgl@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 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](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 and Kathryn Schneider and Glenn and Annette Fisher. FFI: Schneider's at 651-552-1780 or Fisher's at 651-458-3878.

**RECENTLY DISCOVERED COMPONENT FAILURE LAW**

*"Any component of a British sports car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of said component's existence, when it shall instantly fail."*

**LAW OF NON-FUNCTIONAL ATTRIBUTES**

*"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law".)*

**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

**New Intermarque Event**  
**British Breakfast**  
**Where:** The Square Peg Diner  
2021 East Hennepin Avenue  
Minneapolis, Mn.  
**When:** Saturday Mornings  
**Time:** 8:30 - 11:00 a.m.  
Steve Rixen, MMGG Member and Healey Club Member, has proposed this new Inter-marque event, and it sounds like a good one. If there are no other conflicting events on Saturday mornings, we can gather for breakfast - and in the summer park our cars in the large parking lot. Phil Vanner, proprietor and British car owner, is very warm to the idea. He says that we could even have "walk around food" so people could enjoy the mornings and wander among the cars in the Spring, Summer, and Fall. Come on out!

## 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: bmcMcC@mnautox.com  
 Just north of Forest Lake, Minnesota.

#### *You might be an MG owner if...*

you have more than 20 boxes in your garage labelled "spare parts".

### 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:** 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*

### *You might be an MG owner if...*

you have ever said "I actually like the smell of mildew".

you have ever said "Darling, I'll have it fixed in a minute."

**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 too 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:** 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*

**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*

# 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)