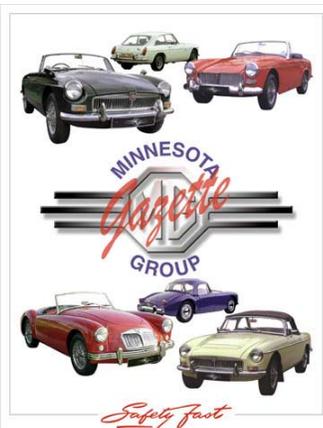




GAZETTE

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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.

Ellingson's Car Show and Swap Meet July 31, 2004

It's that time of year, the weather is warm, the sun is out and it is time to get together with other British car owners to show off our cars. It is also time to clean out your garage, storage shed, and basement of all of those un-wanted spare parts and go to the Annual Intermarque car show and swap meet at Ellingson's in Rogers, Minnesota.

(Ellingson's Continued on page 11)

REMINDER: July 3, 2004 ride to Chetek, Wisconsin for the Blast from the Past car show (and arts and crafts fair). 73.0 miles from Hudson, Wisconsin. Many MMGG members will again make this trek-it was a lot of fun last year. More details on page 12 along with telephone numbers to call. Join us!

Theatre Party August 7, 2004

Submitted by MMGG Member Jon Masley

Ready for a theatre event? **CALL ME NOW!** Join your MG friends for an evening to enjoy Agatha Christie's English theatre classic *The Mousetrap* at the Minnesota Centennial Showboat. I have booked a block of 20 reserved seats for the 8 PM show. First come, first served. After our 20 tickets have been claimed, "late-comers" can attempt to obtain tickets directly from the Paddleford Boat Company 651-227-1100.

If interested, call me (Jon Masley – 651-779-8605) to reserve your spot. I'll need your checks for \$20 per ticket by July 15, 2004. Send

(Theater 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:

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Visit us on the web at **WWW.MMGG.ORG.**

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The Oil on the Dipstick

By MMGG President Alan Kelsey

When To Have The Top Down

We're back from having an absolutely delightful time in Winnipeg, the summer driving time is well under way, so it's time to set a few things straight. Whether one belongs to a Miata club or a Triumph club or an MG club, one topic for almost any occasion is, "Under what circumstances is it acceptable to run with the top up?" Before I go any further, certain conversations I heard between some of our members in Canada leads me to believe I have to state clearly I am referring to part of the car and *not* an article of clothing. You never suspect the quiet ones, do you?

While our cars were designed to be driven by care-free souls, with wind in their hair and bugs in their teeth, once in a while it becomes prudent to "raise the lid." Few would argue the wisdom of driving around during a monsoon with the top down. After all, it gets a bit distracting when there's splashing every time you depress the clutch. However, there are those who say a mild rain is nature's way of cleansing the interior. So when is it raining hard enough to stop and put up the top?

This really becomes a matter of safety and personal comfort. Those who defend running around at all times with the top down will say you get less water in the car the faster you drive. This is true. After spending several hours computing the relation between velocity and gravity with respect to water droplets, I can clearly state that getting your car past the speed of sound will require and also produce enough heat so as to evaporate any water within 13.472 inches of the vehicle. It would also seem, however, that several components (including the driver) would not fare well under these conditions. Therefore, such trips would probably be rather short.

On this past excursion to the north, I heard one member (who shall remain nameless) relate her experience with water inside the cockpit. This vice

president related how she was driving one day, in the rain, and discovered the top on her car didn't fit all that well. During this particularly torrential storm, she suddenly noticed her legs were a bit cooler, no, they were actually getting wet! The leak had produced a nice puddle on the floor. Her slacks readily wicked any water they touched, dampening her "spirits" higher and higher. This is not the sort of feeling most of us would crave after a tough week at work. It rather reminds me of the saying, "At work, my co-workers are all dogs and I'm the only fire hydrant."

Then there is the other end of the weather spectrum: when the sun is blazing and the temperature is high enough to melt your tires, if you stop too long. A few years back, Sharon and I were heading back from Vancouver, BC through Washington, Idaho, and Montana. The daytime temperature needed three digits *before* the decimal point. Later MGs have a zip down rear window. This enables one to drive in shade while having decent air flow. If you don't have air conditioning, this is probably the best alternative. Since we were in the 1970 B (has a fixed rear window), we had to have the top

down. There were a couple of times I swore I heard bacon sizzling.

When we get to the end of the road, we all enjoy each other's company more when tempers aren't short, skin isn't the color of branding irons, and no one smells like a wet dog. So I think we can be tolerant of each others decisions. To paraphrase Shakespeare, the answer lies not in the weather, dear friend, but in ourselves.

Top up or top down, the MMGG has events for everyone. Please check the calendar and join us!

Until Next Time,

Allen

Picnic at the Moerke's

Submitted by MMGG Member Elena Pierce

Once again the skies smiled on the Minnesota MG Group as we enjoyed fabulous weather for the picnic and drive organized by Tom and June Moerke. We all met for a relaxing picnic in the Moerke's shaded backyard at their home in Hudson. Tom ensured that everyone was offered a glass of the "bubbly" so that we could toast their 37th wedding anniversary.

We all enjoyed visiting with one another and whiled away a couple of hours sitting under the trees while sampling the terrific pot-luck picnic lunch (and whoever brought that wild rice salad had better give me a copy of it!) After we were properly refreshed, Tom led the group on a winding tour of the Western Wisconsin by-ways. A GREAT afternoon. Our warmest thanks to Tom and June for opening their home to the group and planning a lovely afternoon for all!

(Theater Continued from page 1)

checks to Jon Masley, 3599 Gershwin Court North, Oakdale, Minnesota, 55128-3044.

To quote the advertisement for the show:

WANTED
FOR MURDER ON THE MINNESOTA
CENTENNIAL SHOWBOAT!!

Eight people trapped on board.

Suddenly there are just seven.

One is a murderer.

WHODUNNIT??

Find out as our Showboat Players present their oilo-enhanced* adaptation of a classic Agatha Christie thriller.

*oilo-1. A heavily spice stew of meat, vegetable, and chick-peas. 2. a. A mixture or medley hodgepodge. b. A collection of various artistic or literary works or musical pieces; miscellany. **3. Vaudeville or musical entertainment presented between the acts of a burlesque or minstrel show.**

The Minnesota Centennial Showboat is located on Harriet Island in downtown St. Paul. To get to the showboat from downtown St. Paul cross the Wabasha Street bridge and immediately turn left on Water Street. Go 1/2 block. Turn left on Levee road, go under the Wabasha Street Bridge and follow the road to the free parking area. After the show I could be talked into dessert at Café Latte-you too?

Rendezvous, 2004

Submitted by MMGG Member Jon Masley

Rendezvous 2004, held this year in Winnipeg, Canada, is now history. What a great time and the weather was DRY (except for light rain Friday night). This years Rendezvous was held June 3, 4, and 5 and was hosted by various car clubs in the Winnipeg area.



By my count over 30 MMGG members attended. Enjoying the festivities were Barb and Larry Henly and JoAnn and Larry Coleman, both driving up from Marshall, Minnesota. Diane and Steve Rindt drove their nice B from Eau Claire, Wisconsin. From the metro area were Jeanette and Dan Shidla, Donna and Mike Hirschman, Tom Moerke, Elena Pierce, Dawn Williams, Lorna and Simon Bosworth, Val and Dick Wallrich, Diane and Ken Merrill, Deb and Rich Leslie, Cindy and Jim Penoyer with son Steven, Sharon and Al Kelsey, Bob Figenskau, Larry Nimmerfroh and myself. Driving all the way from Portland, Oregon was Tom Moerke's high school friend Fred Hyatt, cruising in his not at all British Corvette. I apologize if I have missed anyone.

Most people had arrived by Thursday and spent the day cleaning cars and socializing. Friday morning was a lovely drive in the country, stopping at some very old churches to take breaks. In the afternoon



there was the Gymkhana to attend. Friday night was the riverboat ride. We caught a little rain as we exited the boats and headed to the buses for the ride back to the hotel. Saturday started with a tech session. Then a rally before heading over to the car show location, held at Can-West Global Park, home of the Winnipeg Goldeyes baseball team. Our Minnesota Saints are part of the Northern League and play the Goldeyes through the summer.

Customized T-shirts were available from a local vendor. The "MG Girls" got on a roll, developing personalized t-shirts. Look for their group and individual pictures on this new, must have, fashion apparel. Note: Not available at Marshall Fields or other fine apparel stores.



(Rendezvous Continued on page 5)

(RendezvousContinued from page 4)

Sunday everyone said good-bye early before heading home. Most members of the club did not have mechanical problems going home. Condolences to Dawn Williams who needed a fuel pump on the road. Thanks VERY MUCH to Ken Merrill who did the replacement for her. And thank you to Cindy and Jim Pennoyer who donated a couple parts off their trailered car. Elena Pierce also had a few problems but again Ken Merrill was able to keep her nice car running. The more I do these road trips, the more I realize I need to bring those extra parts I have accumulated. You never know when you or someone else will need them.



I am looking forward to the next road trip-this August to Grand Rapids, Michigan and John Twist's Summer Party.

See YOU on the road!



Rally In the Valley



Rally in the Valley 2004 at Paradise Shores on beautiful Lake Holcombe
In Holcombe Wisconsin on July 23rd - 25th.

PLANNED SCHEDULE OF EVENTS

Friday, July 23rd

3:00pm - 5:00pm Registration in the Hotel Lobby at Paradise Shores.
6:00pm - 7:00pm Friday Night Cruise around Lake Holcombe.
7:00pm - ?? Order off the menu or enjoy the Seafood Buffet at Paradise Shores
(Pay your server)

Saturday, July 24th

7:00am - 8:30am Breakfast at Paradise Shores (Pay your server)
7:30am - 8:45am Final Registration in Conference Room at Paradise Shores.
9:00am - 10:30am Backwoods Bootlegger Rally to Al Capone's Hide Out in Couderay
Wisconsin.
11:00am - 11:45am Guided tour of Al Capone's Hideout
12:00pm - 1:00pm Lunch at Al Capone's Hideout in their Dining area.
1:00pm - 2:00pm Return to Paradise Shores.
3:00pm - 5:00pm "Show & Shine Car Show" and "Funkhana" at Paradise Shores.

Saturday Evening, July 24th

6:00pm - 7:00pm Social Hour in Conference Room at Paradise Shores.
7:00pm - ?? Awards Banquet, Italian Pasta Buffet. Trophies awarded for
"Backwoods Bootlegger Rally", "Car Show" and "Funkhana".

Sunday, July 25th

(Time not set yet) Farewell Breakfast at Paradise Shores.

Make your reservations today at Paradise Shores 1-800-657-4512 (www.paradiseshores.com) Tell them you are with the Minnesota MG Car Club.

For more information:

Contact Steve & Diane Rindt at (drindt5953@hotmail.com) or (715-832-8316).

Rally in the Valley 2004 Registration Form

Registration Fee — \$25.00

Reg. Fee covers: Trophies, Banquet Room, Door Prizes, Car Show and Rally.

Registration forms must be post marked no later than June 23, 2004

(Rally in the Valley Activities, check the boxes you plan to attend.)

Friday Night, July 23rd

Friday Night Cruise around the Lake. (Included in Reg. Fee)

Sea Food Buffet (\$10.95) @ Paradise Shores (Pay your server)

Saturday Morning, July 24th

Breakfast — 7:00am to 8:30am for (\$5.00) at Paradise Shores (Pay your server)

Al Capone's Hide Out Tour & Bootleg Rally:

Tour — (\$11.00) per person Qty _____

(Lunch Menu Choices) Cost includes beverage, tax and tip.

“The Enforcer” (Hamburger) \$ 12.50 Qty _____ “Prime Sandwich” (Prime Rib Sand.) \$13.00 Qty _____

“Chicken Fillet” (Grilled Chicken Brest Sand.) \$ 11.75 Qty _____ **Al Capone's Total** _____

Saturday Afternoon, July 24th

Show n' Shine Car Show. (Included in Reg. Fee) Car Entered _____ Year _____

Funkhana. (Included in Reg. Fee)

Water Balloon Toss, Brake Discus Throw & Wheel Cylinder Shot-put.

Saturday Night, July 24th

Banquet— (\$15.00) per person Qty _____ **Banquet Total** _____

Rally in the Valley (T- Shirt) or (Sleeveless T-Shirt):

T- Shirt (Circle size)	Sleeveless T-Shirt (Circle size)	
Men's Size: S M L XL XXL \$12.00 ea / (2X) \$14.00 ea	Men's Size: S M L XL XXL \$10.00 ea / (2X) \$12.00 ea	
Women's Size: S M L XL XXL \$10.00 ea / (2X) \$12.00 ea	Women's Size: S M L XL _____ \$10.00 ea / (No 2X Available)	Shirt Total _____

Reg. Fee: \$25.00

EVENT TOTAL _____

Name: _____

Phone: _____

Address: _____

Email: _____

Make check payable to: **Diane Rindt** 4271 N. Shore Drive,
Eau Claire, WI. 54703

Skinner's Union The Care and Feeding of the SU Carburetor

Story by Carl Heideman as Published in
Grassroots Motorsports
Photos by Carl Heideman
Submitted by MMGG Member Tom Moerke

Tell someone you own a British car, and their first crack will be about the Lucas electrics. Next you'll hear about the SU carburetors: They leak. They belch black smoke. And they're impossible to tune. However, unless you own a pretty serious race engine or you spend a lot of your time running past 6000 rpm, you'll find there is hope for those SUs. While there is truth to some of the SU myths, many of these problems can be overcome with a little work.

Up until about 25 years ago, SU carbs showed up on everything from Austins to Rolls-Royces, as they had for more than 50 years. Some Volvos used them, and Datsun built copies under license for awhile in the 1960s and '70s. While not perfect, these unconventional carbs work well in most stock and mild performance engines.

How SUs Work

Based upon a principle developed and patented by George Skinner in 1905, the SU (as in Skinner's Union) carb changed very little until emissions regulations pretty much made them obsolete beginning in the 1970s. The SU is about as simple as a carb can get: very few moving parts, usually only one fuel circuit, and far fewer springs, balls and other complicated pieces than conventional carbs.

All carbs make use of the venturi principle. Daniel Bernoulli, an 18th-century Swiss scientist, used a venturi, or a tube that is narrower in the middle than it is at either end, to discover that as the velocity of a fluid increases, its pressure decreases. As the air and fuel pass through the venturi's narrowed passageway in a carburetor, the mixture speeds up; the resultant drop in pressure is what causes the fuel to atomize.

The SU employs this principle differently because it varies the size of the venturi. Hence, the SU is called a variable venturi carburetor and is grouped with British Stromberg carbs, American Predator carbs, and Amal motorcycle carbs. In the center of the venturi is a piston with a tapered needle affixed to its bottom side. The piston has holes positioned in it so that as air is sucked through the venturi, vacuum above the piston makes it rise. When it rises, not only does more air flow to the engine, but the needle allows more fuel to flow from the jet below. The needle is a precision piece, with 9 to 16 specific diameters measured during the manufacturing



process to ensure proper fuel flow throughout the range of air flow to the carb.

Thus, the SU self-adjusts to the air/fuel requirements of an engine. It only flows as much air as necessary, and the tapered needle ensures that a proper fuel mixture is obtained at any air flow.

This self adjustment needs a little help at two times: During cold starting and hard acceleration, a richer than normal air/fuel mixture is needed. SUs handle these two situations differently, but again use very simple means.

Cold starting any engine requires more fuel in the mixture. With conventional carbs, this is

(SU Continued on page 9)

(SU Continued from page 8)

done by limiting air intake; or choking the mixture. SU carbs do the opposite, increasing fuel flow to richen the air/fuel mixture without limiting air flow. Most SUs do this by lowering the jet, which allows more fuel to flow because of the needle's taper.

Conventional carbs use an accelerator pump to squirt more fuel into the mixture on hard acceleration. Again, SUs take a different tack. The piston/needle assembly is damped via a plunger in an oil-filled tube, forming a sort of shock absorber for the carb. The damper slows and smoothes the movement of the piston. On hard acceleration, vacuum that would otherwise quickly lift the piston is redirected to quickly suck more fuel out of the jet. As the piston slowly continues its rise, the mixture returns to a more normal ratio.

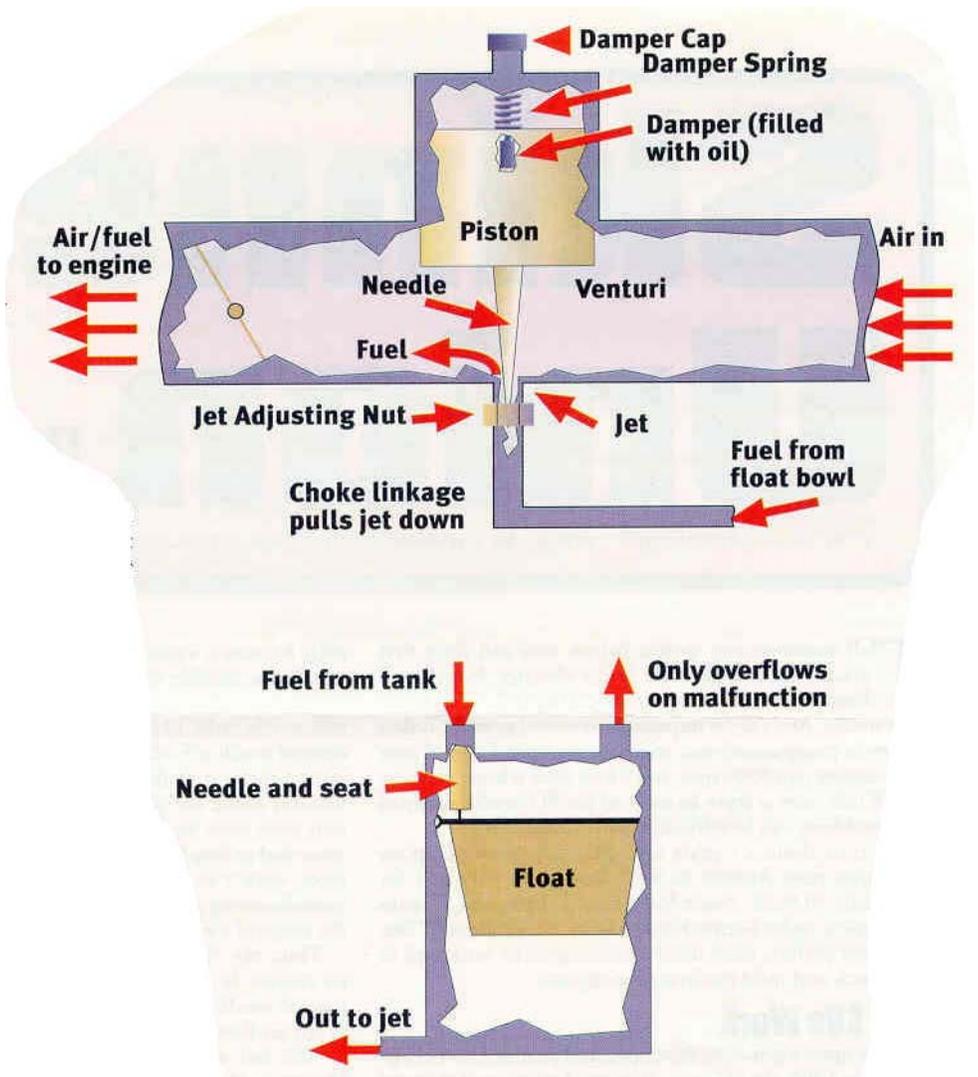
Basic Tuning

Assuming that the carbs are in good condition and have proper sized needles in them, the tuning procedure is not as complex as most people think. However, before the carbs are touched, ignition timing as well as valve timing and clearance must first be correct. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carbs.

Next, if there are two or more carbs, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose. With the engine running at idle--usually 800 to 1200 rpm--the synchronization tool is placed over the inlet of each carb to get a reading on its gauge. The idle screw is adjusted on each carb until each one gives the same reading on the

synchronization tool.

The low-buck method is to substitute a 12 to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When



each carb emits the same noise through the hose, they are synchronized at idle. Note that revving the engine slightly and periodically throughout the adjustment process helps to "clear out" the carbs.

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when

(SU Continued on page 10)

(SU Continued from page 9)

the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

Now the idle mixture is set. The conventional method, which is published in most manuals, is as follows and works very well. First, each piston is lifted slightly, about 1/16 of an inch. (Usually a small screwdriver is helpful for this step.) If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rises, the mixture is too rich and the jet is raised. If raising the carb's piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right. An alternative method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle as possible.

At this point, the idle speed can be verified to be correct and the tuning is nearly done; All that is left is the "choke" adjustment. As discussed before, SUs don't really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam affect only idle speed in the first 2/3 of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final 1/3 of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

Rebuilding Old Carbs

If you look at the sidebar on common problems, you'll see that most problems related to the SU carbs are due to wear or age. SU carbs are pretty easy to rebuild as there are relatively few parts.

Additionally, there are many competent rebuilders who can bring these carbs back to as-new condition for a reasonable fee--figure \$50 to \$75 to rebush each carb's throttle shaft and \$350 to \$500 to completely rebuild a pair. Polishing all of the external parts can add another \$100 to \$200 to the rebuild cost.

Brand-new SU carburetors have recently become available again, providing yet another option. Depending on the year of the car and the exact model required, Moss Motors shows retail prices for 1962-'71 MGB-spec SU HS-4 carburetors ranging from \$389.95 to \$439.50 per pair.

Except for throttle shaft bushing replacement, most enthusiasts can carry out repairs at home. Throttle shaft and bushing condition are paramount to tuning an SU, and there are three common solutions for fixing worn parts.

One is to replace only the shafts. If the old shafts aren't too worn, the bushings probably aren't too worn, and new shafts will go a long way to stopping vacuum leaks.

The second repair is to ream out the bushings .010-inch and install oversized shafts. This is a cost-effective solution, but can only be carried out once.

The third method is to completely remove existing bushings and install new ones, then replace the shafts with standard shafts. As can be expected, there are increasing costs, skill and tools required for each of the respective steps. Many rebuilders will replace these components and let you do the rest of the rebuild.

The rest of the rebuild entails replacing the jets and needles in the carb bodies and piston assemblies, the needle and seat in the float bowls (and floats if defective), and replacing gaskets and rubber pieces. Often, Grose-Jets are good replacements for needle/seat assemblies, as these tend to cause less problems with overflowing.

For the car-show crowd, all cast parts should be glass-beaded. Then, it is usually a good idea to get the linkages and hardware replated in zinc, and to polish the dashpots (chambers for the pistons). If you're a strict concours type, these were not plated or polished from the factory, but it seems most restored cars get them spit-and-polish anyway.

Performance Modifications

There are not too many performance modifications necessary or possible for SUs. Aside from changing to larger carbs, about all that can be done is to change to needles with a different-taper and

make modifications to increase air flow around the throttle disk and shaft.

Most SU specialists carry a range of needles for changing the mixture characteristics throughout the range of air flow. While fine-tuning of needles can be an onerous process, there are generally just a few categories of standard needles available. Labeled weak, standard and rich, they provide the levels of performance and economy their names imply.

While there are more than 800 needle profiles available, many tuners will just make up their own profile by chucking the needles into a drill press and then using fine sandpaper to sand in the profile they like. Of course, they spend a fair amount of time with a micrometer to ensure they've narrowed the needle (richened it) the right amount.

Filters and velocity stacks can make a difference in performance. Usually, K&N filters are worth one or two horsepower. TWM's velocity stacks can also offer a couple of horsepower, but usually cannot be effectively run with an air filter.

Finally, small improvements can be made to the carbs by improving air flow around the throttle shafts and disks. Carbs built after about 1968 feature throttle disks with a spring-loaded poppet valve that improved emissions. The valve also impedes air flow, however, so earlier flat disks can be fitted. For the radical tuner, the throttle shafts can be thinned and ovalized for an extra CFM or two of flow.

Why not just go to a Weber? For some, that's a good solution, but many are bound to their SU carbs thanks to racing regulations. On the other hand, some feel that properly set up SUs can perform just as well as Webers on the street, with easier tuning and better manners.

Editor Note: More on SU carbs in next months issue.



(Ellingson's Continued from page 1)

The 6th annual All British Car Show and Swap Meet hosted by the Minnesota MG Group will be held at Ellingson's Car Museum in Rogers, Minnesota on Saturday, July 31, 2004 from 8 am to 4 pm.

We will be giving out trophies, adding judged classes along with the current peoples choice classes, and raffled prizes! New categories this year include Premier (those cars that have been fully restored and are show winners).

As always, our location hosts, Ellingson's has a 1950's style diner, and a wonderful display of classic vehicles in their Museum.

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

To get to Ellingson's Car Museum, take highway 94 west. Just before the Roger's exit, you will see Ellingson's on the right. Take the Roger's exit and follow the service road to the museum.



Calendar of Events

Let's have some fun!

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

- OnGoing**
Sunday Nights May 2, 2004 through October 3, 2004.
- Sunday** afternoons, informal, inter-marque get together from 4:30 till ?
East: Toby's on the Lake, Century Avenue, just north of I-94 between 3M and I494/694. **West:** Billabong's, I494 south frontage road between France Avenue and Highway 100. FFI: Jim Pennoyer at 763-536-5472.
- OnGoing**
Saturday Mornings until further notice.
- Saturday** morning British Breakfast at the Square Peg Diner, 2021 East Hennepin Avenue, from 8:30 am to 11 am (most people get there early). Open to all lovers of British cars. Proprietor Phil Vanner, a British car owner, welcomes you. As the weather warms up, hang out in the parking lot.
- 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 9:00 am, you can enjoy food, crafts, music and a great car show with a foreign car class! Trophies are awarded for best in class at 3:00 pm. 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 3th. Contact Steve & Diane for more info. – (srindt8316@charter.net) 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.
- 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.
- July 23 and 24, 2004**
- Rally in the Valley, 2004.** Hosted by Steve and Diane Rindt, stay two days at Paradise Shores, enjoying the resort, driving beautiful country roads, visiting Al Capone's Hide Out in Hayward, Wisconsin and of course, enjoying good food and friends. **Call NOW** to make your reservations at Paradise Shores, 1-800-657-4512. Let them know you are with the MMGG for July 23 and 24, 2004. Sneak preview of Paradise Shores at www.paradiseshores.com and Al Capone's Hideout at www.alcaponehideout.com. Contact Steve or Diane at srindt8316@charter.net 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 Rogers, Minnesota. Hosted by the Pennoyers, McCulloughs, and Vanners. Mark this on your calendar. FFI: Jim or Cindy Pennoyer at 763-536-5472.

- August 7, 2004** **Theater Night at the Minnesota Centennial Showboat.** Join other club members to see *The Mousetrap*. Tickets cost \$20. More details elsewhere in this newsletter. FFI: Jon Masley 651-779-8605.
- 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. Also see the web site at 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.
- September 3 or 17, 2004** **North St. Paul Car Show** and “Pierce’s” Bar and Grill. Meet in downtown North St. Paul anytime after 5 P.M. Plenty of food vendors on the street, plus local restaurants. Bring your lawn chair. Later continue the gathering at Elena Pierce’s home. Call Elena for information at 651-777-8088.
Exact date TBA
- 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 MGs 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.
- October 2, 2004** **Fall Color Tour** hosted by Tom Moerke and Wayne Soderbeck. FFI: Tom at 715-386-5341 or Wayne at 715-425-5032. This tour will be held with our very good friends in the Austin-Healey Club.
- 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 15, 2005** **Holiday Party.** Hosted by Jack and Kathryn Schneider and Glenn and Annette Fisher, we will again party at 3M’s wonderful facility, Tartan Park in Lake Elmo, Mn. FFI: Schneiders at 651-552-1780 or Fishers at 651-458-3878.
- June 16 - 18, 2005** **Rendezvous 2005** at Sugar Lake Lodge, Grand Rapids, Minnesota. Hosted by the Minnesota Austin-Healey Club. Another must attend event. More information as it becomes available.

This and That

Foreign

Domestic

Midwest Motor Sports, Inc.

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

DAN, MIKE, RICK, DOUG, DUSTIN
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Ph. 651-462-0145 or
Email: brian@bmcautos.com
Just north of Forest Lake, Minnesota.

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

Fuel Pump Overhaul

When was the last time you checked your fuel pump? Why not have your fuel pump overhauled?

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.

Need a Nametag?

If you are a new(er) member and have not received your nametag(s), or are an existing member and lost yours, 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 each name tag and leave a phone number at which you can be reached. Lost nametags cost \$5.00. Send your check to Brian, made out to MMGG.



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

Kind of classified rules: Minnesota MG Group members ads will run free for three months, unless you tell the editor to drop them earlier or run them longer. The month/year the ad was placed is in italics below the ad. Commercial Ads as follows: Business Card—\$10.00 issue; 1/4 page—\$20.00 issue; 1/2 page—\$30.00 issue; full page—N/A. All commercial ads must run a minimum of 6 months and must be paid in advance. Send to Jon Masley, 3599 Gershwin Court North, Oakdale, Mn. 55128-3044 or jdmasley@yahoo.com. Make checks payable to the MMGG.

For Sale: 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.

June, 2004

For Sale - 1977 MGB to rebuild or for parts. New tires, new top and other useable parts. Ran when stored, fixable. \$2000 or OBO. Bob 612-987-7400 or 715-381-5837 or tbirdfeickert@hotmail.com.

June, 2004

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. Summer Special price of \$599.

Call Terry at 320-845-7372 or email to tnydeen@charter.net.

June, 2004

For Sale: 1979 MGB Roadster, 100,000 original miles, new front end, new shocks, new tires, some rust. Interior in good shape. White with black top. Asking \$3800 OBO.

Call Gary Laabs at 763-493-5615

May, 2004

For Sale: 1970 MGB Roadster. New top and paint. Good interior. Mechanically sound and a real blast to drive...Priced for quick sale at \$4,995. Call 507-532-5105 after 6 PM. Don DeRuyck. Marshall, Minnesota.

May, 2004

For Sale: 62 MGA 1600 MKII. California car. I picked up last year and now can't restore it. It runs and has very little rust. (the battery cases are even very good condition, they are the first to go.). I have driven it and it runs ok the trans shifts good but needs 2nd syncro. There is a dent in the drivers fender which is an easy fix. Lights and wiring seem good. This is a good car for restoration. I have \$6800 but would take \$6000. Bob at 651-351-9500 or proofpositivevideo1@msn.com.

July, 2004

For Sale: 1970 MGB rdst, red/primer, black int., roll bar, hard top, 60,000 original miles, partial body disassembly, all parts accounted for, wires, some new parts, all records, strong mechanics when garaged 6 years ago, new clutch, summer use only, stored all winters, \$2,000.

For Sale: MB, HW, JL and many specialty series, full collection of Corvette series I Micro Machines, multiples of most; approx. 250 total cars, 85% foreign, 15% Corvette, Viper, Mustang, \$1,200. Books: MG 1911-1978, MG Sports Cars, MGB: The Illustrated History, Practical Classics on MGB Restoration, Jaguar: The Legend; \$20 all.

Call J. McCulloch 952-933-3524 or

mgbguy@aol.com

July, 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

Minnesota MG Group Membership

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, 10305 Morris Road, Bloomington, Minnesota 55437
(952-831-0291 or ddpss@worldnet.att.net)

New

Renewal

Changes

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

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

Email address: _____

MG(s) Owned: _____

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

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