



GAZETTE

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Call for Volunteers!!!

(A plea for help from your Vice President)

I'm looking for volunteers to help with two upcoming programs. The Minnesota MG Group will be the host car cub at the North St. Paul History Cruize on Friday, September 3. As in the past, we'll show our cars at the corner lot on 7th and Margaret. The host club is required to help man the barricades on each end of the street. Last year a couple poor souls got stuck doing most of the duty all night so I'd like to enlist someone to be in charge of setting up a schedule so volunteers won't need to direct traffic for more than an hour. Please call me to volunteer to handle this project or just to volunteer to direct traffic for an hour that evening. We'll all end up back at Pierce's Bar and Grill following the car show (my house) as we have for the past three years.

I'm also looking for two couples to volunteer to chair our Valentine's Day Tea. We had a great time at Simon and Lorna's place last year and several of you have requested that we do this event again. I'm in the process of renting a condo party room for the afternoon of Saturday, February 12 (to keep up our tradition of holding the tea party on Valentine's weekend!) The party room I've chosen is spacious and lovely, and has a full kitchen attached. I'd like to ask for two couples to volunteer to coordinate this event. As before, we'll ask participants to bring the nibblies. The host couples would be in charge of arranging for the beverage preparation, decorations, cleanup, borrowing my collection of teapots, etc. I have lots of ideas for this event but need some help coordinating the activities.

Please give me (Elena) a call at my home at 651-777-8088 or at my work (651-733-1277).

Thanks, Elena



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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

Zen and the Art of MG Ownership

Over the past couple of months a number of stories have come to my attention. From these, I can tell we need to talk. A line in the first Harry Potter movie goes something like, "It is the wand that chooses the wizard, Harry." Along those same lines, I would suggest, "It is the MG that chooses the owner."

From even before the time of the Manifest Destiny, it has been the thinking in this country that we can possess things, all things. We must remember the teachings of such great thinkers as Confucius, Buddha, and Herbie (The Love Bug). There is an inherent give and take relationship between the owner and the owner. To ignore this relationship is to invite trouble. Allow me to illustrate.

One of our members purchased a GT with a V8 out east. In his attempt to drive it back, everything seemed to be going well until he had to slow down for a tollbooth. The car died and wouldn't start. After pushing it to the side, he called the previous owner who was just leaving for a trip (yeah, right). So a call was placed to a local garage. After towing the offending vehicle back to the shop and a few hours of head scratching, a couple of parts were replaced. Our fearless member resumed his rightful place behind the wheel and started off.

Reaching almost the same tollbooth, the car died again. This time a place was found to leave it and a different means to return to Minnesota had to be found. Since this town was too small to find anything like a rental car, it seemed that the only choice was to take a cab about thirty miles to the closest airport and fly home. Returning at a later date with the brother's pickup and a borrowed trailer, the car was towed home. By this time the bad karma had infected the pickup and that had to be repaired as well.

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This story continues with flat tires, a jack assembly breaking, bodywork, and more. Clearly, this car was not choosing this owner.

Another member was towing an MGA home for parts. What was thought might be a pleasant trip ended up including a hood flying off at high speed on the freeway and the rear axle separating and wheels starting to go in separate directions (also at high speed). The solution to the latter was to remove the car from the towing device (one of those where you put only one end of the car on it), turn it around, and tow it with the rear wheels first. Naturally, this car had knock offs. Naturally at least one came off during the trip. That wheel was never found.

The difference between these two experiences is the second was a matter of inconvenience. The car was testing the new owner to see how committed he was. Other than the lost wheel, there wasn't any real damage to the car. Even the hood that flew off glided safely to the pavement without a scratch and was missed by all oncoming traffic until it could be safely retrieved.

If you purchase an MG or do any major restorations, be sure to spend some quality time with your car. Sit with it, playing some quiet music. Light some candles and incense. Listen to what it is telling you. Chant and meditate until you have become one with your car. Soon after, you will have the chance to meet some new friends at the home. The little pink pills they hand out make everything seem okay somehow.

Jon, our newsletter editor extraordinaire would like this to be his last year in that position. We are looking for one or more members who would be willing to take on the responsibilities of assembling our newsletter, getting it to the final form before distribution. This job is one more of an editor than a creative writer. Jon has stated that many articles are provided so it is a matter of laying them out into two columns, etc. Currently Jon is using Microsoft Publisher, but any sort of publishing software

would work.

If you have any interest in helping the club out in this way, please talk to Jon for more details.

Safety Fast,

Alan Kelsey

Theatre Party August 7, 2004

Submitted by MMGG Member Jon Masley

Early registration is over. If you want to join your friends for this show please call the Paddleford Boat Company directly at 651-227-1100. Tickets are \$20.00.

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; miscel-lany. **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 ½ 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?

University Motors, Ltd. & John Twist

By John Gunnell as it appeared in *OLD CARS* March 13, 2003
and submitted by MMGG Member Tom Moerke

Editors Note: In August many members of the Minnesota MG Group will be heading to Michigan to attend Mr. John Twist's Summer Party. We thought those who were not familiar with John and University Motors would appreciate this article written about a year and a half ago.

"You drove your MG hard and put it away wet 20 years ago. Or worse, you started to take it apart! Your dream has been to restore it... but you cannot get it done. We can. Call or e-mail for restoration information. University Motors, Ltd., 6490 Fulton St. E., Ada, MI 49301."

This catchy classified ad is designed to get the attention of auto enthusiasts who understand the romance of British sports cars, as well as the reality that you can't just "kiss them better" after they age. John Twist, who penned the message, understands both the dream and the reality of vintage MG ownership.

In 1968, Twist signed the largest check he had ever written and took possession of an MG TD for \$1,050. Soon thereafter, he joined the Army and took the MG with him to Fort Knox where he drove the car through winter, learning such lessons as the value of a Whitworth wrench and to call the top of the car the "hood" and to refer to the engine cover as the "bonnet." His British-car education progressed well. Then, on a return run from Michigan, a piston popped, and the car was parked. Shortly after, Twist went to Vietnam.

The '60s turned into the '70s, and upon returning home, Twist decided to return to college. There, he and another student named Tom Lange began doing MG repairs in the school parking lot. Even before getting his own TD running again, John realized that he was hooked. In 1971, he decided he wanted to become an MG dealer. This was easier said than done. Even getting a job at a Michigan MG dealership, without experience, proved difficult.

While fixing MGs, John had seen a "University Motors rebuilt unit" tag on an MG TC, and in 1972, he set off for Great Britain to try to get a job at University Motors. He eventually secured a hard-to-get work permit and the position he wanted. After a year, he returned to Grand Rapids and landed a job with an MG/Datsun dealer. Twist acquired a sales tax license and registered the name University Motors, Ltd., in the United States. (Today, the original British business that used the name is closed).

Upon returning to the U. S., Twist acquired two MG TFs, several MGAs and Magnettes, an Austin America, and an MG YT. To store his cars, Twist purchased a brick building for \$3,500. Little did he know it would house his business for the next 20 years. At the beginning of 1975, John learned that his tenure at Norm Burruss Volkswagen was about to end. He then

joined with Volvo lover Jim Blett, Jr. and set up two separate businesses; Twist ran University Motors, and Blett ran Swedish Car Service.

At first, John worked on a variety of foreign cars, but he soon narrowed his focus to British marques, and later, in 1977, to just MGs. That summer, he organized University Motors' First Annual MG Summer Party with about 14 cars attending. The "Last Annual MG Summer Party" in 1999 attracted 550 examples of different MGs, plus other British vehicles. He has a "Summer Party Reunion" scheduled for 2004.

Since commencing full-time business on January 25, 1975, University Motors, Ltd., has undertaken everything from minor repairs to frame-up restorations to the building of vintage racing cars. Cars in the shop right now range from a pre-war Invicta undergoing a total restoration to an MG-B GT that John's 14-year-old son is slowly rebuilding. A show-condition MGA fixed-head coupe sits next to a somewhat rusty Nash Metropolitan. While these seem like totally different machines, they share a common drivetrain that John can work his magic on.

Shop basics

The shop area at University Motors' current facility encompasses approximately 6,000 sq. ft. Separate areas in the front of the building hold a British car

library, offices, and a parts department. The inventory includes original spares, as well as reproduction items from the Moss Motors catalog. Memorabilia from 35 years of MG hobby activities decorate the display cabinets and walls, and there are badges, trophies, awards, toys, posters, and dealership signs. The bulletin board near the door is loaded with index cards and snapshots advertising MGs for sale in the local area, and there are quite a few. Most have been repaired or restored by University Motors, and the prices are, at least in some cases, remarkably reasonable.

One of the specialties of the house is a regimen that Twist calls "The complete tune-up." If you have ever read a *Chilton Repair Manual* from the early '50s, you've seen a list of steps that were once considered standard tune-up operations. They cover a lot more than a new distributor cap and a set of spark plug wires! An old-time tune-up starts with yanking and rebuilding the distributor and progresses to steps like oiling the generator and adjusting valves. The complete tune-up at University Motors is very similar, but even a bit more intensive. It includes torquing the cylinder head, testing the ignition coil, and partially disassembling the carburetors.

The complete tune-up is only the tip of the iceberg at University Motors. The building houses a dedicated engine rebuilding area, and another section is set up as a machine shop.

Along the walls, sturdy shelves running from floor to ceiling hold parts that you'd be hard-pressed to find in any other single place. Electrical repairs, gearbox rebuilding, carburetor rebuilding, and suspension and steering work are all available on site. An associated shop handles sheet metal work and painting.

Classic classes

In addition to repairing MGs, Twist has studied the history of the company and has developed a particular fascination with its engineering work. Over the years, he has written authoritative technical articles for enthusiast magazines such as *Sport & GT Market*, *Abingdon Classics*, and *MG Magazine*. He is also active in many MG clubs. To help the members of such clubs, Twist also operates a real "university" at University Motors. Each February, the shop plays host to dozens of MG owners who are willing to travel to the often-snowy Grand Rapids area to learn how to fix their cars. It's a great way for these folks to enjoy their hobby in the middle of the winter and to learn more about the cars they'll soon be driving again. The course fees are also less than what similar repairs might cost if hired out.

This year, there were six University Motors workshops. Half of them were held over three-day weekends. The other half took place during the week. The weekday sessions are called "rebuild seminars" and allow students to bring their own components (such as transmissions

and carburetors) to overhaul. The weekend sessions cover a broader range of topics, but include hands on demonstrations on actual cars.

This year's Mechanical Seminar took place February 7-9, 2003. It covered workshop safety, the complete lube, the complete tune-up, and the home workshop. The MGB/MGC Overdrive & Gearbox Seminar followed the next weekend. Subsequent weekends included a Restoration Seminar covering body restoration, interior and soft trim, undercarriage work, powertrain, and chrome, the MG T & 3 Synch *MGA/MGB* Gearbox Seminar the next weekend, then a Tuning For Speed Seminar and a Tune-Up - Carbs & Distributor for the last session on February 24-25.

Hobby experts estimate that there are more than 100,000 MG owners restoring or preserving cars made from the 1920s until the early 1980s. Less than 100 of these people signed up for a University Motors workshop last month.

Fortunately, Twist has compiled a thick, spiral-bound Technical Book that covers how to repair various MG components and how to do a great tune-up, as well as what books are needed and what clubs exist. He includes this Technical Book on his book list, so call 616-682-0800 for ordering information or to learn more about the other services offered at University Motors.

Safety Fast!

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

Editors Note: Last month we published a story on SU Carburetor's. This month we complete the story and express our thanks to Carl Heideman for the story and MMGG Member Tom Moerke for bringing this to our attention.

Common Problems

If SU are so simple and good, why do they leak? Why do they make an engine belch black smoke? And why do people say they are so hard to tune? Let's follow the common causes and solutions to these problems.

Leaks:

Most leaks come from overflow at the float bowls, usually caused by incorrect fuel pressure or dirt/rust in the fuel that keeps the needle and seat from closing. Grose-Jets seem less sensitive to these problems.

Note that SU carbs prefer SU fuel pumps. If a non-original pump has been fitted, it may take a fuel pressure regulator set to about 1.5 psi to stop the overflowing. Fitting one or more fuel filters—one by the tank, one by the carbs is best—to make sure the needle and seat don't get clogged is another good tip.

The next cause of leaks is usually worn components or seals at the base of the carbs. Depending on the model of carb, the jets are positioned and sealed differently. But almost all SUs rely on a neoprene bushing, o-ring or fiber washer to seal the jet assemblies. If these components wear or age, leaks will follow.

The final area for leaks is usually at the banjo fittings at the carbs or fuel lines. These fittings use British-thread bolts (with British-sized heads) with

fiber washers. The fittings must be absolutely clean and the washers in perfect condition. The washers tend to work better if soaked in oil overnight or lightly greased before installation.

Black Smoke:

Black smoke is caused by a rich mixture, and several problems contribute to it.

As the carbs wear, the throttle shafts develop vacuum leaks. In order to overcome these leaks, the idle mixture must be richened. Since SUs don't have a separate idle circuit (they're simple, remember?), this means the mixture throughout the operating range will be richer, too. This can cause a lot of black smoke. The fix is throttle shaft and bushing replacement.

Along with the throttle shafts, the needles and jets wear, too. This wear further richens the mixture. While this wear can often be compensated for with tuning, the engine will run less smoothly as the wear gets worse.

Severe black smoke is usually caused by a stuck choke linkage or jet. Often, one or more jets won't fully return to their normal position after the choke is turned off. Reach under the carb and push up on the jets as the car is running to see if this is a problem. It usually can be repaired by first checking for binding linkages, then lubricating the jet and linkage with engine oil or light grease. It is not uncommon to find a gallon or more of gas mixed with the engine oil if a car has a stuck choke.

Hard Tuning and Starting:

Tuning SU carbs is not that difficult, but since the process is quite a bit different from working with conventional carbs, it can seem difficult to those unfamiliar with the procedure. And people always seem to think multiple-carb tuning is difficult. Much of this is simply not true. However, there are some things that can make tuning difficult.

Hard starting is usually caused by poorly adjusted

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or worn choke linkages. Especially common on the older H-type carbs are choke linkages so worn that they cannot drop the jets.

Already discussed, but worth mentioning again, is wear: Carbs with more than 50,000 miles on them will likely be fairly worn. Vacuum leaks especially will make tuning difficult. Don't even try to tune a car with severe vacuum leaks.

You can find leaks with a can of carb cleaner. Spray it around the intake tract and throttle shafts with the car idling. If it starts to run better, there is a leak where you sprayed. Fix the leak if at all possible before tuning.

Also worth mentioning is that carbs are often incorrectly blamed for other problems, usually ignition-related. Most SU-equipped cars came with Lucas ignitions, which are marginal at best. Make sure you've double-checked for high-quality and accurate ignition before you blame the carbs.

Dirt in the piston chamber or elsewhere in the carbs can cause all kinds of problems. Make sure the carbs are clean inside and out before tuning. Occasionally, a jet will get plugged or partially plugged and cause strange running conditions. Either replace it or blowout the blockage.

If the car spits or backfires on acceleration, there is probably no oil or too thin an oil in the dampeners. A common wives' tail is that automatic transmission fluid is a good oil to run in these carbs for performance. Actually, it is too thin and will hurt acceleration by letting the piston rise too quickly and starving the mixture of fuel. Run 30-weight or

Size Matters Identifying SU Carbs

SU carbs come in several styles and sizes. Fortunately, there is a system to understanding the size of the carbs. Each carb is identified by one or more letters and numbers.

The first letter is an H or a V, which stands for horizontal or vertical. The SU carbs commonly used on European cars are all of the horizontal design.

The next letter will describe the physical characteristics of the carb. This often means a description of the float chamber location: S stands for side float or short body, depending on which expert you call; IF stands for Internal Float; and D stands for Diaphragm Jet.

The numbers require an understanding of fractions, as they indicate how many eighths of an inch over one inch the carb's throat size measures. So, an HS-4 carb is $1 + (4 \times 1/8)$ inches, or $1 \frac{1}{2}$ inches.

To put this together, an HIF-4 (common MGB carb) is a horizontal, internal float, $1 \frac{1}{2}$ inch carb. An HD-8 (common XKE carb) is a horizontal, diaphragm type, 2 inch carb. An HS-2 (common to Spridgets and Minis) is a horizontal, side float, $1 \frac{1}{4}$ inch carb.

One exception to the "fraction" rule is the more modern HIF 44 (common to newer Minis), also called the "metric" carb because it features a horizontal, internal float 44mm (about $1 \frac{3}{4}$ inch) design.

There are a few other things to consider before you start buying used carbs on eBay. Some carbs have vacuum fittings, some do not. Carbs are often configured in sets of two or three and need to be kept in order for linkages to work. HS carbs may also have different float bowl angles. For example, Spridgets are 20 degrees, while Minis are 30 degrees.

If you had to pick from the various models, the HS version is probably the best one to go with, followed by the HIF models. The earlier H type carbs are pretty good, but suffer from faster wear in the choke linkages and are a little more prone to leaks in from the float bowls. HD carbs are more complicated, with a separate idle circuit and diaphragms inside. HS and HIF carbs aren't perfect, either. HS

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models are very prone to throttle shaft wear. HIFs don't tend to wear at the throttle shafts, but are a bit more complicated and have more of a tendency to overflow if they get dirty.

How many carbs should you run? For most performance engines, one carb for every *two* cylinders works pretty well. How big? Unless your engine is pretty heavily modified, you'll probably do best with the stock size that came with the car. If you need a little more, jump up $\frac{1}{4}$ inch. If you've got a full-race engine with an excellent breathing head, go up $\frac{1}{2}$ inch. The chart below shows some rules of thumb for performance-oriented engines.

Engine size	Cylinders	Carbs	Carb size
< 1300cc	4	2	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$
1300-1800cc	4	2	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$
1800-2500cc	4	2	1 $\frac{3}{4}$ to 2"
2000-2800cc	6	3	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$
2800-3800cc	6	3	1 $\frac{3}{4}$ to 2"
3800-4500cc	6	3	2"

Brighten Up Your (MG's) Life

by Wayne Kube, Past President of the Texas MG Register
Our thanks to the Texas MG Club for sharing this with us.

With all of the jokes made about Lucas and MG electrics, there is some basis to those stories. The lighting on your MG can be of varying quality, depending upon the condition of several things in the wiring system.

We'll concentrate on the safety lighting here - headlights and rear lighting. What I'm writing about is based on my MGB, but it should apply to most any MG model. Keep in mind that the wiring and switches on the last MG to roll off the Abingdon assembly line will now be 24 years old. Now, wiring in itself normally doesn't go bad - if it's not subjected to corrosion or too much heat that melts the insulation. Think of the wiring as being like a water hose in your yard. The job of the wire is to carry the electrical current from the source (battery) to

the destination (lighting, fan motors, etc.), just like the hose carries water. A water hose (unless it's damaged) works well; with the trouble points usually being the hose end connectors or the faucet. Same thing with your MG wiring - you have connectors that can become corroded or loosened, and switches that can give problems - just like the faucets on your water hose. The wires are conductors, and the opposite of conductance is resistance. Resistance happens at connection points, and the goal is to have as little resistance as possible. Another "hidden" part of the wiring is the ground return path to the battery. Yes, your car's frame and body is as much a part of the wiring as the visible wires you can see. The battery ground connection is connected to the body at the battery box, and the lighting ground is connected to the body near the lighting fixtures.

So, we'll look at few things you can do to improve the quality and reliability of your MG's lighting. Before you start working on the wiring, you would be advised to disconnect the ground cable from your MG's battery to make sure that all power is removed.

Level 1 - Make sure all of the switches and connectors are in good shape. Many of the Lucas switches used copper contacts. Over the years, the copper can develop a tarnish or corrosion coating on the contact points, and this increases the resistance in the circuit - a bad thing. If you suspect the switch, one thing you can do is to exercise it. Turn it off and on a few times - this action can scrub off the tarnish and lower the resistance at the contact points.

Now, make sure you have a good ground. In some MGB models, the factory used the license plate frame mounting bolts as the wiring ground in the boot. This is definitely a trouble spot for the rear lighting. Raise your boot lid, and check for a number of black ground wires attached to a single point with a circular eyelet connector. If it's connected to the license plate frame bolt, remove the connector from that bolt and move it up to one of the boot

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latch bolts. When you do that, clean the metal on the body at the contact point and on the eyelet - make sure the paint and any corrosion is cleaned off to bare, shiny metal, and put on the eyelet connector here and tighten securely. You might want to add a star washer to increase the conduction and you won't have any more grounding problems for your rear lighting.

You'll find a similar connection at the front for the headlights. It'll be under the slam panel that has the bonnet latch. Again, look for a group of black wires attached to a common bolt. Remove, clean, and re-attach with a star washer for better conduction.

Check the connectors that plug onto the back of the headlights, and the lamp sockets for each of the other bulbs (parking, turn signal, brake, etc.). Make sure that there is no corrosion on either the socket or the bulb base. A bit of dielectric grease (available at your auto parts store) on the contact points will insure that corrosion stays to a minimum.

Finally, at this level, you need to make sure that all of the bullet and barrel connections on the wiring are in good shape. MGBs use a method of bullet connectors on the end of each wire, and a barrel connector that these bullets plug into for splices and/or junction points. The barrels are covered by a rubber insulator that keeps them from shorting to the body, but these rubber insulators do nothing to keep out water and dirt - sure causes of corrosion. You can purchase new barrel connectors from Moss, but it may not be necessary. To clean them, go by a sporting goods store, and buy a rifle or pistol cleaning brush in .22 caliber. These are small brass brushes about 2 inches long that are just the right diameter to go in the barrel connectors. Brush in and out and rotate a few times, and all of the corrosion is gone. Use this or another small metal brush to clean up the outside of the bullet connectors. Then apply a small amount of electrical dielectric grease to the inside of the barrel - a Q-tip works well here. When you reassemble the connector, it should be a fairly tight fit to get the bullet

into the barrel. If not, you can gently compress the barrel with a pair of long nose pliers. There may be several sets of these connectors - up under the slam panel, another set (on MGBs) near the right side firewall under the bonnet, and maybe others under the dash near the switches. For the rear lighting, there may also be a set underneath the car. Once everything is back together, you should have lighting that performs as well as it did from the factory.

Level 2 - Change out your lamps for more modern lighting. Standard later-model MG lighting used tungsten headlamps. These are pretty good lights, but with age and use, some of the tungsten boils off the filament in the lamp and deposits on the internal surface of the glass, darkening the glass and reducing the light output. Tungsten technology was used up through the late '80s in almost all cars, British and American, and replacement lamps are available in all auto parts stores.

In the late 80's and early 90's, we started to see a new technology of lighting - quartz- halogen. These lights are more efficient than tungsten - giving more light output from the same amount of electrical energy, and don't have the problem of the darkening of the glass. You shouldn't have any problem replacing your tungsten lamps with the quartz-halogen equivalent. Just make sure that the wattage of the new lamp is the same as the wattage of the older one, and the wiring will handle all of the current requirements with no problem.

Level 3 - Upgrade your lamps to higher-intensity lighting. Here, you'll need to add some wiring to handle the greater current demands of *the* new lamps. You can buy replacement H-4 style conversion kits. These are available on the internet (E-bay among other places), J.G. Whitney, or you can order them through your local auto parts store. They consist of a glass or Lexan-type housing that fits in place of the standard head lamp, but have replaceable bulbs like that on modern cars. Note that this is not the HID (High- Intensity Discharge) blue-white lights like late model higher-dollar cars have. You can, however, buy replacement Sylvania bulbs

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that are marketed as "Cool Blue". They give out a whiter light than other quartz halogen lamps, and are 100% street legal, unlike some of the "really blue" lamps that you might see on some of the street-racer type cars.

You should not install the H-4 type lights unless you are prepared to add some relays to provide the necessary power for the lights - your original MG headlight switches can't handle the current, and it could result in a fire in your steering column or under the dash - wherever the head lamp switch and bright/dip switch is located in your particular car.

You'll need a pair of relays - one for the bright circuit, the other for the dipped (dim) headlamp circuit. The coil of the relays will be powered from the lighting switches in the car, and the contacts will get power directly from the battery via a protective high-current fuse. Painless Wiring makes just such a harness for H-4 headlamps. You can find them on the web at www.painlesswiring.com - look for their Halogen Headlight Harness kit. It has a 30 amp weatherproof fuse that you will connect directly to the main battery power (on the starter in the case of MGBs). The kit is designed to be a direct plug-in on most cars - you would unplug the sockets from your headlamps, and put this kit in between the original socket and the headlamp. Unfortunately, in an MGB, the holes thru the inner wing (fender) and in the back of the headlamp bucket aren't large enough to pass the Painless Wiring connector. So, you'll have to cut off these nice factory installed connectors from the Painless harness, and install the bullet connectors that will mate to the barrel connectors for your MGB circuit. Mount the relays wherever you want - they're sealed. You can hide them if you want to preserve the originality look of your MGB, or in the engine compartment if you want it to be a little more accessible. Reconnect everything and enjoy your new, brighter headlamps. If someone asks what kind of lights you have, you can answer "RFBs".

There are other things you can add to your car, like fog or driving lamps, or even LED (Light Emitting

Diode) replacement lamps to your brake and signal lighting. Just make sure that your wiring can handle the current needs, or add relays as described above. If you have any questions or need some assistance in connecting added lighting circuits, or can't figure out what RFB means, get with me and we'll discuss it.

Wayne

Hello Fellow British Car Buffs!

Submitted by MMGG Member Steve Rhidt

Well the Chetek car show was once again a great triumph (no pun intended) for the EAU CLAIRE BRITISH CAR CLUB. Our friends from the MMGG (Minnesota MG Group) showed up as well boosting the British car total to around 25 cars. All had a fun time. The weather was overcast which kept the heat off of us. The rain held off and we enjoyed the live music, craft show good food and all around good time. I finally got to meet some of the members who I have had several phone conversations with but haven't met face to face. It was nice to finally put a face to the voice. MMGG member Dick Wallrich took home third place with his beautiful red MGA with matching trailer. All in all MG's took 1ST and 3RD in the peoples popularity voting. I have no idea how the yellow "Slug Bug" took second! Apparently some folks seem to connect with these type vehicles as they remind them of their riding lawn mowers. JUST KIDDING!

After the show we went on our usual through the countryside drive to Paradise Shores for a cold one. At Paradise Shores Simon and Lorna Bosworth's MG Midget had a bit of a overheating problem. Simon and the group quickly diagnosed it as a stuck thermostat. The group decided to let the car cool off and we would proceed to our dinner destination. Simon and Lorna piled into Larry Nimmerfroh's big Healey and off we went...

(Chetek Continued on page 11)

Tech Tip: Gaining Horsepower

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

Starting at the outer most end is the air filter. Any deficiency in capacity or design will nullify all attempts in other parts of the induction system. If room permits going larger is always better. Even the filtering medium makes a difference. This ranges from very crude wire mesh to very fine paper filters with the performance filters generally somewhere in between. If at all possible incorporate a radiused intake profile between the air cleaner and carburetor. If installing larger carburetion caution should be used to not choose too large of a carburetor(s). If installing larger carburetion is not an option most carburetors themselves can be improved by thinning the throttle shafts a little. Moving from the carburetor into the intake manifold make sure the gasket(s) are at least as large as the manifold opening. Occasionally some light cleaning up with a rotary file and a drill or dermal tool of rough surfaces or casting imperfections in the manifold is in order. Random removal of material is not desirable. A plan must be adopted to remove metal only in an attempt to smooth or align the manifold ports with the cylinder head ports. When you disassemble your engine, save the old intake manifold gasket. You'll be amazed at how misaligned some manifolds are by looking at the marks on the old gasket. In many cases the manifold fits so loosely on it's mounting studs or bolts that to install correctly it would just be a result of luck. With V8 and V6 engines, milling of the manifold might be necessary to get the ports close enough to finish alignment by minor material removal. On in-line engines I use an intake gasket as a template. I first make the portholes in the gasket match the port in the head by grinding or cutting away any gasket material that hangs over the cylinder head ports. Then I hold this against the manifold to see if any manifold material needs to be ground away. If the gasket fits loosely on its mounting studs or bolts you will have to drill and dowel it using small dowels to secure it in an exact position. The same goes for both the head and manifold. Being that exact alignment is very diffi-

cult to accomplish, an accepted practice, (even desirable according to some engineers) is to have a slight drop off where the surfaces join, but never an edge that the air-fuel mixture has to climb over. In a nutshell, try not to have any "speed bumps" that the air-fuel mixture will encounter on its path to the combustion chamber. One last note, if doing a valve job or especially installing new alloy valve seats (to be able to use unleaded fuel) make sure that the valve seats are ground and shaped to make contact towards the outer one half of the valve face. Doing a three-angle seat grind, on the intakes at least, provides benefits too.

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

(Chetek Continued from page 10)

destination Foster's on the River. After Foster's we went back to repair Simon and Lorna's Midget. After a fitting the new/used 10-year-old thermostat (thanks to Rich Leslie who never throws anything away) they were on their way. We said "goodbye", parted company, and Diane and I left with Ken and Judy Welty.

The next day we found out that Larry Nimmerfroh had had a bad accident! He had gone off the road and hit a tree with his car. Fortunately he wasn't hurt too badly. On a sad note, though, the Healey didn't fair so well. The group rushed Larry to the nearest hospital and they checked him over and they released him. He then spent the night at Tom and June Moerke's. The next day he went back to the Twin Cities.

I would like to thank everyone who helped Larry Nimmerfroh. You all proved that we don't leave our people behind and we stick together. After all, isn't that why we joined the clubs to begin with?

Safety Fast!

Steve Rindt

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.
- 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.
- August 27, 2004**
- Denny's in Hudson Car Show.** Informal car show with small door prizes. Take exit 2 off Interstate 94. FFI: Tom Belongia 715-425-0189.
- August 29, 2004**
- Selma's Ice Cream Classic Car Show** in Afton, Minnesota. FFI call Tom Moerke at 715-386-5341.
- September 3, 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.
- 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.
- September 25, 2004**
- Fall Color Tour** hosted by Ken and Diane Merrill. More detail to follow. FFI: Ken or Diane at 651-455-5681.
- 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.
- February 12, 2005** **Tea Party.** More detail to follow.
- 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.

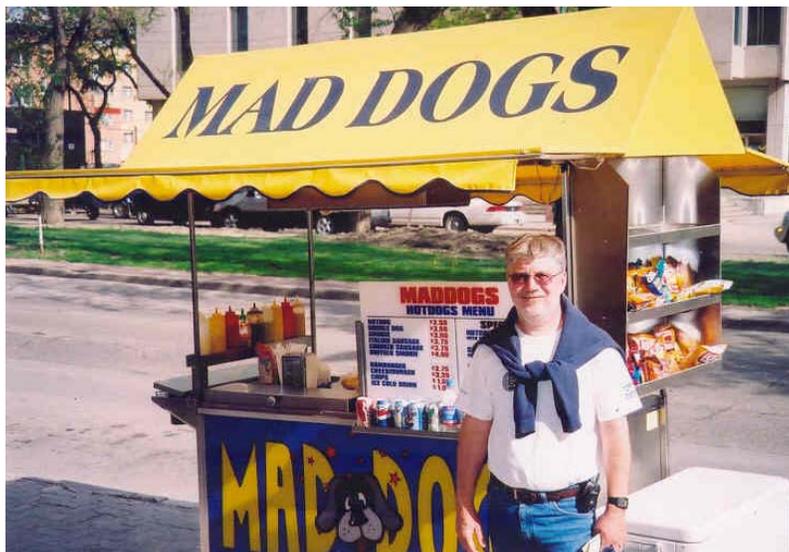
Luke Sorenson is in Afghanistan

Luke Sorenson, son of MMGG members Chris and Mary Sorenson has recently been deployed to Afghanistan. He would love to hear from all of us. You can write him at the following address:

Sorenson, Luke
367th EN BN
APO AE 09354

Mom and Dad report he is very busy and has called home twice now.

Our very best wishes go with him!



and Englishman. Happy Birthday to our resident Englishman, who turned 50 (yup, 50, five oh) in July.

Happy Birthday Simon Bosworth!

The latest survey
shows that 3 out of 4
MG owners make up 75% of
all MG owners.

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

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.

This and That

Foreign

Domestic

Midwest Motor Sports, Inc.

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

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

Quality Coaches, Inc.

20 West 38th St. (38th & Nicollet)
Minneapolis, Mn. 55409
Ph. 612-824-4155, Fax 612-824-4460 Email:
ValW@quality-coaches.com

**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: brian@bmcautos.com
Just north of Forest Lake, Minnesota.

MG Classified Ad Terminology

- **MUST SELL** before it blows up.
- **RUNS FINE** I was going to say "runs excellent" but I had a last minute attack of conscience.
- **NEEDS SOME BODY WORK** was side-swiped by a Roadtrain.

Wanted: Hood for my MGB-no dents please.
Call Rich Leslie at 763-754-2965.

August, 2004

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.

For Sale: 1991 Toyota Camry, 125,000 miles, clean interior, Toyota rust outside, A/C works well, giving up daughters car. \$1999. Call Jon 651-779-8605 or email jdmasley@mmm.com.

August, 2004

For Sale: 1967 MGB Roadster. Calif car. Runs very well, cream color body, black interior, black seats, white piping. Has battery maintainer for winter storage. Sport wheels on 14 " tires. Rag top and New Tonneau cover. Has upgraded front suspension and handles very well on the road. Asking \$5800 or best offer.

Call Keith at 612-245-6111

August, 2004

For Sale: Four nicely refinished Rostyle rims with Dunlop D65 185/70 tires that have less than 10,000 miles. Rims come with like new caps and trip rings. \$175.

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

August, 2004

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: Rover SD1-All Aluminum V-8 3500 with automatic tranny, sunroof, totally restored, parts car available, lots of spare parts. Car located in Thunder Bay, Ontario. Asking \$5000 Canadian. Call 807-577-2710.

August, 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 proofpostivevideo1@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

For Sale: 1979 MG Midget Runs Great! 4-speed, 24,000 miles. Looks Good Inside and Out. British Racing Green with Tan interior, No Rust, Iowa Car Black Tonneau Cover, New Black Convertible Top, Radio with Cassette Deck. \$5,900 or Best Offer. For more info or a test drive...Call Terry Eggum, 651-457-410

August, 2004

For Sale: 1969 MGB Roadster. Orange with black interior, no rust, mag wheels, engine rebuilt, runs great. 98xxx miles. Contact Emily Johnson, 210 S. Grover Ave., Bagley, Wi., 53801, telephone 608-996-2264.

August, 2004

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

Safety Fast

We're on the Web!
www.mmgg.org