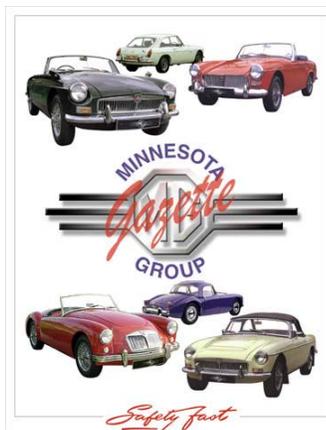




# GAZETTE

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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.*

## The Minnesota MG Group & The Minnesota Austin Healey Club

present your

### Fall Colour Tour

Saturday, October 2, 2004

This year we will again join forces with our very good friends in the Minnesota Austin-Healey Club to enjoy Fall's wonderful colours.

Bring your camera and binoculars, as this tour will feature twisty fun roads, great scenery and super rest stops.

We will meet at the Perkins Restaurant in Hudson, Wisconsin at 8:30 am with the first car leaving at 9:30 am. Come early if you want breakfast. To reach the Perkins Restaurant take Interstate I-94 east and cross the St. Croix River. Take exit 2, turn right and right again on the service road doubling back to the restaurant.

For further information call Tom Moerke at 715-386-5341 or Wayne Soderbeck at 715-425-5032.

## MMGG Annual Meeting November 13, 2004

The Annual meeting of our club will be held in Apple Valley at the Redwood Community Center, 311 County Road 42, (County Road 42 & Elm Dr.) on Saturday, November 13. The meeting will start promptly at 9:00 and be over at 11:30 or before. Blimpie's Subs will be arriving at 11:30 so we will need to be ready for them. We have

*(Meeting 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

### Ahh ... The Autumnal Driving Season

I've heard a number of those standard Minnesota jokes this summer. The ones like, "So, did you enjoy your summer yesterday?" Not to be outdone by, "If summer is shorter this year, why does road construction go on forever?" Still, a cooler summer has meant that most MG's didn't overheat too much and neither did the occupants. We've had enough rain to keep the lawns fairly green, but not enough to slow down any of the events. All in all, I'd say it's been a great season.

Now it's time for fall.

We have only a couple of events left where we might drive our cars. Let's not abandon our normal car care just yet. I've noticed a few drops on my left foot while driving. After smelling them (the drops, not my feet) I thought it was probably fluid from the clutch cylinder. That diagnosis was confirmed when I noticed if I sat at a stop light with the clutch depressed too long, the car decided to start moving ahead on it's own. Now, I could just ignore it and hope it will be all right until I have a chance to work on it over the winter in the "garage-mahal" (oh yeah, *that's* gonna happen). No, I decided to do something about it. I just cleaned off the drips and added more brake fluid. By the way, did you know that brake fluid mixed with Clorox makes smoke? **–lots of smoke!**

On the other hand, you know you have some work ahead if by now you pull the bonnet latch *before* trying to start it. If the "getting the car ready" part takes longer than the fall color tour itself, don't worry, there are plenty of us that will help you keep that fact from your spouse. You can always say that you believe it's good to give back to the earth, a few drops of oil at a time. If you are one of our younger members or if you have children you'd like to get out of the house, this might be a time to get some good car repair experience. If you do de-

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*(Presodent Continued from page 2)*

cide to send the “B” to a shop to get that work done, stay away from the one whose motto is, “We’ll work on your car ‘til they tow it away.”

One last thought before I move on to something worthwhile. If you should decide to procrastinate on those repairs and an officer pulls you over to give you a “fix or repair” ticket, whatever you do, **don’t** say, “Are you kidding? It’s an MG!!”

It seems the only right and proper thing to do to apologize to all of you who were behind Sharon and me going through Traverse City, MI on the way to Grand Rapids. Now, that happened to be everyone since were supposed to be leading the pack out of town at the time. Well, it was everyone until we circled that block three times.

We purchased our GPS system only about a month before so I wasn’t quite used to all the features yet. One I discovered at another point in the journey was which button erases the route altogether, but that’s another story. It seems that it doesn’t really matter that there are always no fewer than five satellites overhead at any one time. If you’re in an MGB, you can expect to hear, “Lost satellite reception” on a fairly regular basis. I think it has to do with the three windshield wipers.

Okay, so we’re going along on a route that seemed very straightforward when we checked it out before leaving the hotel. That was because I had the GPS zoomed out so it didn’t show half of the streets. We were looking for Hwy 31, which we knew had to be crossing the road we were on any time now. Why should I bother to read those pesky old street signs anyway? I’m being told where to make every turn. Sure enough, about one block before the intersection, I was informed by this technological marvel that NASA had just removed all the satellites from the northern hemisphere. Sharon and I took turns looking at the GPS, screaming, “Well, get them back!” and madly looking for some sign of where we were, screaming, “What happened to all of the highway signs?” We passed the last one 100 feet before all this happened.

Well, with a trail of MGs behind us, surrounded by Traverse City rush hour traffic (I don’t care what anyone else tells you, the streets had more cars and trucks than New York City), we hoped if we’d cross one more street, we’d see a sign where to turn.

Just after we made it through the intersection, the GPS found the navigational beacon and proudly announced, “Off route. Turn around you dimwit. Why aren’t you turning around? I told you that were off the route. All those people behind you are depending on you. Can’t you do anything right?”

That’s the last time I buy something marked, “... just like mom used to make.”

Safety Fast, But Not Too Fast,

Alan Kelsey

*(Meeting Continued from page 1)*

to have the room cleaned up and vacated by 1:00.

I will publish a more complete agenda in the next newsletter, but here’s what I have so far:

Secretary's Report

Treasurer's Report

Sending out the newsletter by mail, by email, or posting it on the web site

Regalia Report

Intermarque Report

Set up the calendar for 2005

Start planning for longer excursions

Election of officers, including the newsletter editor (Jon is retiring)

If you would like to nominate someone for an office (this will require their permission and your name) or add an item to the agenda, please send it by email to [MMGG@RareHome.com](mailto:MMGG@RareHome.com). I would also ask that you please let Sharon and me know if you plan to stay for lunch (we need the count for the food) by sending an email to the same address. I anticipate the cost to be around \$3.00 per person.

## MMGG Trip to University Motors, Ltd. Summer Party Reunion Grand Rapids, MI

*Submitted by a whole bunch of MMGG Members*

*Editors Comments: Prior to this road trip President Alan Kelsey told everyone to write their comments in a journal he provided. Write and pass the journal on. Hopefully everyone would have a chance to record their impressions. Most comments here are from those who followed Dick and Val Wallrich, who led a group of 11 cars to and from Grand Rapids. Any comments in italics are mine.*

“how can I get back into my house?” (*Locked herself out of the house-car keys in house of course*). The bewitching hour to Grand Rapids begins 8:32 A.M. OK, how many had wet laps?

10:30 and all's well.

Can you believe it? It is not a good day for Jon M and batteries. Small radio battery is done.

10:45 and we stopped in Cornell, WI to meet up with the Rindts. Just a little late! At the Holiday gas station, the women's bathroom line diminished, while many guys waited – (rarely happens). Cindy told Jon M. that he should use the women's restroom – he did – Elena was next, went in, came out and chewed Jon out! “Next time, put the seat down!!” (*This trip became known as the Put The*



Tuesday, August 10, 2004

The moray to Grand Rapids begins. Perkin's in Stillwater at 7:00 A.M.? breakfast. Jon M. calls Elena. “It won't start”. (*Bad battery*). Within minutes Dawn plays dance tune on Elena's phone,

*Seat Down Tour*). A few expletives were interspersed, which can't be written here, so as to keep this kid friendly, in case Steven is able to read Mommy's handwriting and can decipher a short word or two! Cindy vowed not to tell Jon to use

*(Continued on page 5)*

(Continued from page 4)

the women's restroom should this rare occasion occur again.

..... Spiderman and the Red Power Ranger are jousting in the back seat of the truck, as we drive through the beautiful, misty, WI countryside. Who will win? OK, I misspoke – pouring rain, WI countryside.

I love driving at the back of the line of cars and at a high enough vantage, so I can enjoy the view of MGs cruising ahead of me. I especially like the dry ride that we've been experiencing today, as our A can get quite wet in the rain.

1:43 Pierce here (or should I say "Madame Vice")? We've just finished lunch at Merrill, WI. Naturally, we had to get Kenny to pose in front of a "Welcome to Merrill" sign.

After a spirited session of "fox & hounds" we arrived at the House of Ludington in Escanaba. We enjoyed a lovely dinner in the private dining room and indoctrinated Perri into the 'MG Girls' group.

### Wednesday, August 11, 2004

Breakfast at The Swedish Pantry. They were warned!! We were coming!! Be prepared!! Fabulous 'lil place, excellent food – our 1<sup>st</sup> "shopping" venture in addition to good food. Bellies full –



we're on our way to Traverse City.

Stopped for gas before leaving Escanaba and who do we run into but Tom "The Candy Man". (*MG Owner pleased to see all the cars*). He gave us 2 bags of freshly made turtles and wished us happy trails. Delightful man – I'll send him an MG Thank You upon our return. Bumpy ride.

Quack Quack Quack

Well here we are in the land of Yoopers, Pasties & Swedish sweet shops. The Yoopers seem harmless but keeping careful eye on them just the same. Looking forward to consuming the "Best of Pasties" that the area has to offer. Wild life seems to be abundant in the area. We're told that there are lots of Black Bear, several moose and numerous wild roadside turkeys -- not counting the ones driving MGs.

Our group of 11 MGs has been traveling and having fun. The cars draw a lot of attention wherever we stop – the cars are important but – the fun is the PEOPLE together.

While leaving the Mystery Spot, Dawn and Elena were picking wild flowers. "Didn't anyone ever tell them its illegal to pick wild flowers?" Hope they don't get busted!

Traveling over the Mackinac Bridge was awesome!! Dick said he will validate all toll charges. Thanks Dick! .

We got a wet start and finish on our trip up and over the U.P. The drive down the coast was beautiful with all the flowers and old homes. We stopped for peaches and cherries. We made it to the hotel without one breakdown!

### Thursday, August 13, 2004

William Hite (age 3) shared the following (or something similar to it):

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1:50 PM  
Just following Dick again, thinking we're lost. Drive by sunflower field in full bloom. What a spectacular sight! Stopped to take pictures and then catch up with group again. Time for a diaper change.

Dawn's muffler broke off. Kenny removed it from the car and deposited it in a trash car. (She didn't need it anyway.)



Thursday  
Saw LOTS of Travers City; meanwhile Alan is having numerous conversations with his GPS. Turn here, no turn there. So confusing. GPS voice sounds so much like the wife's. Alan was really

just trying to locate a Starbuck's coffeehouse for Gary.

### Sunday, August 15, 2004

Who has had this book? Looks like nothing has been written about the Twist party itself! What a treat to see so many fine MGs! We finally had some reasonable warm, nice weather on the day of the Car Show. Over 500 MGs were there.

Last night was the awards banquet. Several members are coming home with awards – Wallrichs, Hirshmans, Pedersons, Wayne Soderbeck, Jon Masley, and Jim P won a craft award (Deb & Rich Leslie brought along the stain glass box that Jim made for Deb last year and entered it in the contest!) All total there were **57 MMGG members/associates** at the park. Off to Galena – on time (a first for us?). We've picked up another couple – John & Karin Barber and another car! Tom B is driving Becky Cooper's 'B' back to Minnesota.

Sunday, 10 A.M.

Are we home yet?

Sunday, 10:50 AM

We just hit 94, near Benton Harbor. It's a beautiful, sunny day and feels warmer than the 70s our truck shows. Glad that we've had 2 good days of weather, especially since the Show yesterday. Jim was our only MMGG member that entered the valve cover races yesterday. Unfortunately, due to the rules changing with every car, he didn't make it past the first round. We're still proud of him and his green machine. A group of us came up with an MG Girl gathering idea ....make more of the beaded charm necklaces. Of course, we'll have to go shopping to buy supplies for this venture.

Sun. noon (EDT)

Crossed into Indiana and hit the 1<sup>st</sup> rest stop ... tops came down! (Except ours!) The caravan has stayed at a nice steady speed and it's easy to stay together – nice ride!

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**Monday, August 16, 2004**

I turned my phone on and it started ringing – it must be Monday.

What a trip and what wonderful group to travel with. Everyone has a great disposition even when we stop every 45 minutes.



The Irish Cottage is a beautiful hotel with a great bar and dining room. After dinner I sat in the “Library” and read the 1<sup>st</sup> newspaper in a week. Home tonight. I’m ready to step back into my life after this wonderful vacation.

We are ready to Power Shop before we start our engines.

Good night Mrs. Calabash – Good night Jon Boy – Good night Gracie – Had a fabulous time – Good friends – Good weather.

We’re on our way home on Monday. It has been a fabulous week. A great trip out to Grand Rapids. The show was “top drawer” as the Brits may say. We enjoyed the week of great friends the most. Many of us had traveled together before but it was especially nice to have some new MMGG club members along and get to know everyone better. Our MMGG club made a great showing at the Car Show and I think should be proud of all the awards the club members came home with. Short or long MG outings are great; somehow the “cars” know how to pick great owners!

What a great trip! We have so many fun memories

of another enjoyable trip with MG friends. It is hard to believe that it had been about 10 years since we went on a group caravan through Wisconsin and the Upper Peninsula. It was so much fun to drive over the Mackinac Bridge again and to zip through the twists and turns on one of the “best sports car roads in the US”. Thanks, Doug (Madsen) for taking us on that route on the last caravan! We certainly put our GPS unit to the test on this trip. Sometimes we found our way in spite of it and other times we really would have been lost without it. Really! Glad we had a map for those critical times we heard Gypsy (my name for our GPS) saying, “Lost satellite ....”; too bad one of them wasn’t



a more detailed map of Traverse City! Oh that’s right, we weren’t “lost”; we were looking for a Starbucks for Gary!



## RETURN FROM GRAND RAPIDS

### *MG TWILIGHT ZONE*

*Submitted by MMGG Member Val Wallrich*

Have you ever been in an MG Twilight Zone? Well for two days I have been trying to think of a name for the story I am about to tell. I really don't like to compose and I am not a writer, but this had to be put into a small story of sorts so here I go. Many of you will remember the 2003 trip to Rendezvous Thunder Bay; a wonderful time was had by all. Getting there for the Wallrich's was one of those hard luck stories that ended happily and was often told that weekend, we had started out from Minneapolis late afternoon, really looking forward to our only vacation that summer, a long weekend with all the great MG friends up at Thunder Bay. Starting out on our own, not in a fun caravan, (as is custom) we set out that rainy afternoon, first trip with the new trailer and all. Well we were about 70 miles or so up 35W, about at the Moose Lake exit and all of a sudden we heard the dreaded ca ching, oops pull over!!! Well as we found out later, the crank shaft had fractured, (we didn't know that at the time.) So there we were basically in the middle of nowhere.... but I had my trusty cell phone and Schmit's Towing number memorized!

Well our weekend seemed to be over early, but I was thinking ahead, and told my friends at Schmit to go to our home and get the MINI.... yes it will work, tow up the MINI, put the MGA and trailer on the flat bed and take it home. Yeah, we can have our weekend continuing on in the MINI. While waiting for the tow, we watched passing cars, and thinking maybe another British car may come by and as you know we always stop and help if we see one of the wonderful British cars stranded on the road. Well, it happened zoom, an Austin Healy speeds past. Well he didn't stop, humm we thought well he probably didn't even see us. Well about 20 minutes later here comes that Austin Healy back again...and who gets out is Larry Nimmerfrohl. Well he did see us but went up to turn around which was all the way to Moose Lake then back to Hinckley and then north again to stop and see if he

could help. Well Larry hung around for a while, he was trying to catch up to another group that was heading to Thunder Bay. We told Larry to get going, as it was getting dark and we were going to have the MINI to drive and would be OK. That trip was a great time and started the engine overhaul and new 5-speed transmission for the A.

It's maiden voyage with new engine etc. was the next year to Rendezvous at Winnipeg 2004 and it did just great! Another great MG outing! Next trip to Grand Rapids Michigan for the University Motors Reunion. A great trip and showing of MMGG members. On the way home however, with a mere 20 miles to go ---zip zap, smoke, pouring from the dash area, it was smelly and a little scary for me. No fire, just smoke, but it was 10:30 at night and we had no headlights, so we again called Schmit Towing and they dispatched another flat bed to pick us up - but it would be awhile- so we were just waiting. We had caravanned home with 10 other cars but everyone had their own route home when we hit the city and when this happened we were so close to home that we were alone on the road. So about 1/2 hour had passed and from Dodd Road I see this little black MG turning the corner and this thought raced through my head...it can't be Larry Nimmerfrohl. Well you see Larry was with our little convoy to Grand Rapids. After having a mishap with his Austin Healy (which is being repaired) and Larry not wanting to miss any driving time this summer purchased a great little black MGB and accompanied us on the trip. Well, he had left the convoy for a snack and found himself looking for the way to Hwy 55W west and was headed home...and there we were .....twilight zone time.....so Larry pulled over not realizing it was us. He was as surprised as we were and there we were waiting for the tow truck with Larry again. Well Larry stayed with the trailer because the flat bed couldn't accommodate both car and trailer this time. Dick and I road home with the tow truck, and then Dick went back for the trailer with the GMC. Larry being the great person he is stayed with the trailer and Larry and Dick finally were on their way home about 3 am that morning...THANKS LARRY your a great friend and we appreciate your MG six sense in the MG twilight zone. Val Wallrich

## New Event-Mark Your Calendar

### Potluck gathering, Bonfire, and Picture Session.

*Submitted by MMGG Member Val Wallrich*

The John Twist Summer Party 2004 Reunion, **October 9, 2004** at Dick and Val Wallrich's house for everyone that attended the Grand Rapids, MI event OR for anyone that would want to come and hear about it. Plan on sharing pictures, etc. Come learn why it is also called the "Put The Seat DOWN" tour.

This informal event will start at **5 PM**.  
Dick and Val's address is 1860 Roselawn, Falcon Heights, Minnesota.

Please **RSVP** to either, [ValW@quality-coaches.com](mailto:ValW@quality-coaches.com) or 612-824-4155 (work) or 651-644-0154 (home) just so they have some idea for drinks, plates and forks, etc.

## SU Carburetors Explained!

*Submitted by MMGG Member Larry Henle  
who got this from who knows where.*

The basic secret of carb function is that inside each carb are thousands of tiny gnomes, each with a small bucket. As you open the throttle, more of these gnomes are allowed out of their house and into the float bowl, where they fill the buckets and climb up the carb's passages to the intake, where they empty their buckets into the air stream.

But, if you don't drive the car for a while, bad things can happen. Tiny bats take up residence in the chambers of the carb, and before long the passages are plugged up with guano. This creates a gnome traffic jam, and so not enough bucketfuls of fuel can get to the engine. If it gets bad enough, the gnomes simply give up and go take a nap. The engine won't run at all at this point. Sometimes you'll have a single dedicated gnome still on the job, which is why the car will occasionally fire as the gnome tosses his lone bucket load down the intake.

There has been some research into using tiny dwarves in modern carburetors. The advantage is that unlike gnomes, dwarves are miners and can often re-open a clogged passage. Unfortunately, dwarves have a natural fear of earthquakes, as any miner should. In recent tests, the engine vibrations caused the dwarves to evacuate the MGB vehicle and make a beeline for the nearest BMW dealer-

ship. Sadly, BMW's are fuel injected and so the poor dwarves met an unfortunate end in the rollers of a Bosch fuel pump.

Other carb problems can also occur. If the level of fuel in the float bowl rises too high, it will wipe out the Section 8 gnome housing in the lower parts of the carb. The more affluent gnomes build their homes in the diaphragm chamber, and so are unaffected. This is why the car is said to be "running rich". If the fuel bowl level drops, then the gnomes have to walk farther to get a bucketful of fuel. This means less fuel gets to the engine, because the gnomes get quite a workout from this additional distance. This condition is known as "running lean".

The use of the device known only as the 'choke' has finally been banned by PETG (People for the Ethical Treatment of Gnomes) and replaced by a new carb circuit that simply allows more gnomes to carry fuel at once when the engine needs to start or warm up. In the interests of decorum, I prefer not to explain how the 'choke' operated. You would rather not know anyway.

So, that's how a carburetor works. You may wish to join us here next week for electricity 101, or "How your car creates cold fusion inside the starter, and why the government doesn't want you to know about it." This class can be found under the heading "Never Let the Smoke Out!"

## Tech Tip: Gaining Horsepower

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

Well, if you've paid your car club dues, and therefore got and read the Club's newsletters, you should be up to date on the basics of getting more power out of your engine. Also I hope you noticed, none of the basics included any \$19.95 gizmos that you put between the carb and manifold or coil wire and distributor cap. Nothing's that easy.

Once again I want to emphasize, that only the combination of all of the basics will pay high dividends. Leave any one of the basics out and the total power increase will be greatly reduced.

But let's assume that you've done all of the four basics covered in past newsletter tech tips, and now your ready to close the hood and blissfully ride off into the sunset with full power. Sorry. Not quite yet. The last requirement is to fine-tune a few more things. If your engine project is one of the popular American "Big 3" models, there are very detailed books that let you proceed with very few mistakes. In fact you can even buy a "crate" engine already assembled that's a product of many hours of research on a dynamometer. But if your engine is less popular or especially if it's an older model, you'll probably be on your own to do the fine-tuning.

Here's what works for me. I call it "a poor man's dynamometer".

The ingredients of this "dynamometer" are:

1. An open stretch of road.
2. Some type of roadside markers: signs, mailboxes, etc.
3. A stopwatch, or use the tachometer or speedometer.

This test has to be tailored to fit your vehicle. It's obvious that the restrictions would vary when testing a motor home or E Type Jaguar. But here's what I set up for testing a typical MG, Triumph, or Healey that I work on. My test road is probably close to 1/8th mile between markers; and I approach the first marker in third gear at an exact 3000RPM. Then hit both the throttle and stopwatch as I pass the first marker. Then hit the stopwatch as I pass the second marker. As crude as this

sounds you'll be surprised at how consistent your numbers will be. Consistent is the keyword here. Always eliminate any variables. Don't do it one day with a 40MPH headwind and your 400 pound Uncle Henry along for the ride, plus a full tank of gas, then the next day with a tailwind, etc., etc.

After you've gotten a consistent test set up, then make minor adjustments just one at a time per test run to see if that adjustment is an improvement or not. The first variable that I work with is ignition timing. I keep advancing it upward 2 degrees at a time, from a conservative setting, till I get the best stopwatch reading (or highest mile per hour or tachometer reading). Anytime I get any engine ping-ing I back the timing up till it's gone. Next I work on fuel mixture. This is easy on British cars, as mixture is easily adjustable for all ranges of engine power. On other cars rejetting is a bit more complicated and time consuming. Further testing could involve taking the air filter(s) off or unhooking the muffler(s), (again just one thing at a time). Any marked improvement in test runs would suggest improvements in those areas.

When all is said and done, you'll have the satisfaction of knowing your getting what the factory said you didn't need. True you won't get any purple hearts by lowering your motor homes 0 to 60 time from 24 seconds to 20 seconds, or shaving 1/2 second off your Dodge Viper time. But how can you put a price on the smug feeling you get by trouncing that other guy at the stoplight.

### Electrical Terms You Should Know:

**AMPS** - The amount of electricity flowing through a circuit. Measured with an ammeter. Amp measurements may be necessary to check alternator output and starter draw.

**GROUND** - Refers to both the ground connection for electrical circuits, or a short to ground. On all modern vehicles, the body is connected to the negative battery terminal while the wiring is connected through the ignition switch and fuse box to the positive terminal. This is a "negative ground" electrical system. In some antique vehicles and certain older British cars, a "positive ground" elec-

trical system is used. A common cause of electrical problems is poor ground connections or loose, missing or corroded body-to-engine ground straps.

**HOT WIRE** – Any wire connected to the positive battery terminal that supplies voltage in a circuit. A “hot” wire will spark when grounded because it completes a direct path back to the battery. It should also read battery voltage when checked with a grounded voltmeter, or illuminate a grounded test light when touched. Hot wires aren’t always fuse protected.

**OHMS** – Electrical resistance, is measured with an ohmmeter. Perfect continuity reads zero ohms of resistance. A circuit shorted to ground would also measure close to zero ohms resistance between the circuit and ground. An open circuit reads infinite ohms resistance. Resistance checks are often required for sensors, ignition coils, and spark plug wires.

**OHMS LAW** – Expresses the mathematical relationship between amps, volts and ohms. It can be written one of several ways:  $AMPS = VOLTS / OHMS$  or  $OHMS = VOLTS / AMPS$  or  $VOLTS = AMPS \times OHMS$ . Useful for figuring out current or resistance in a circuit.

**OPEN** – A lack of continuity in a circuit. Current will not pass through an open circuit or switch. Open can be caused by failed relays, blown fuses, broken wires, or loose or corroded connectors.

**PARALLEL CIRCUIT** – Circuit elements are connected next to or parallel to one another. This creates multiple branches or pathways through which current can flow. The resistance in any given branch will determine the voltage drop and current flow through that branch and that branch alone. A failure in one branch of a parallel circuit won’t affect the operation of components in the other branch.

**SERIES CIRCUIT** – All circuit elements are connected end-to-end in chain-like fashion. The current has only one path to follow so the amount of current passing through it will be the same throughout. The total resistance in a series circuit is equal to the sum of the individual resistances within each circuit element. If one element in a series circuit goes bad, continuity will be broken and the entire circuit will go dead.

**SHORT CIRCUIT** – Occurs when a portion of an electrical circuit is bypassed unintentionally. It’s called a short because it creates a shorter return path for the current to follow. An example of a short would be a break in the insulation on a wire touching metal. A short can create a runaway current that overloads a circuit and can damage wiring and circuit components. Shorts usually cause a fuse to blow.

**VOLTS** – The difference in electrical potential between two points, or the electromotive force that pushes electricity through a circuit. In automotive applications, 12 volts is the standard. Measured with a voltmeter, voltage checks are necessary at the battery and circuit hot wires.

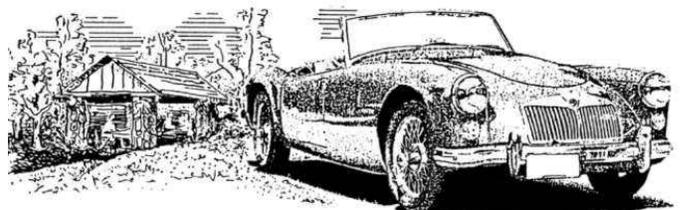
**VOLTAGE DROP** – A drop in voltage that occurs when current flows through a point of resistance. Loose or corroded connections create resistance that can cause a large voltage drop to occur. Good connections should show less than 0.1 volt drop. More than 0.4 voltage drop can cause problems. It is measured with a voltmeter.

**EDITOR’S NOTES:** When taking your car to a mechanic, if your trying to describe a problem, use the correct word when describing the problem. The correct use of the words short, ground, or open, won’t lead your mechanic in the wrong direction.

Another common mistake is to use the word “juice” or any other fluid name. Think of it this way, if you cut a garden hose, the fluid will run unimpeded. If you cut a wire, the electrical flow will stop. So don’t use them as the same.

*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.

- On Going**  
**Sunday Nights May 2, 2004 through October 3, 2004.**
- On Going**  
**Saturday Mornings until further notice.**
- October 2, 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.
- November 13, 2004**      **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.
- January 15, 2005**      **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.
- February 12, 2005**      **Annual Meeting** hosted by Al and Sharon Kelsey. More details as they become available.
- June 16 - 18, 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.
- July 7-10, 2005**      **Tea Party.** More detail to follow.
- August 25 - 27, 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.
- August 25 - 27, 2005**      **MG2005 in Olympia, Washington.** Make your plans now to attend this event. The Olympia club ([WWW.MG2005.COM](http://WWW.MG2005.COM)) has a great event planned including sailing on a schooner in the Puget Sound, trips to Mt. Rainier, trips to the Lamay Car Museum, and much more. The Red Lion Hotel, where the show will be based, is a lodge-type facility overlooking the beautiful surrounding scenery. More information as it becomes available.
- August 25 - 27, 2005**      **Rally in the Valley, 2005.** Steve and Diane Rindt have secured the entire resort, *Paradise Shores*, for this event. 43 rooms! We used 22 this year. Plan on attending NOW! Watch the newsletter for more details as they develop.

## 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.

**Quality Coaches, Inc.**

20 West 38<sup>th</sup> St. (38<sup>th</sup> & Nicollet)  
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Ph. 612-824-4155, Fax 612-824-4460 Email:  
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Ph. 320-251-0676, Email: danielmms@aol.com

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**Brian McCullough**

Ph. 651-462-0145 or  
Email: [brian@bmcautos.com](mailto:brian@bmcautos.com)  
Just north of Forest Lake, Minnesota.

**GT Cars Open House**

Date: **Saturday, October 16, 2004**  
Time: **9:00 AM to Early Afternoon**  
Place: **5307 Morgan Avenue S., Minneapolis**  
Host: **Mike Karch**

GT Cars is having an open house on October 16th from 9 AM until early afternoon. This open house will differ in that owners can put their cars on our hoists and get a safety inspection from a GT Tech.

Refreshments will be served and the car conversation will be flowing fast and furious.

**You Are Invited To A  
English Vintage Garage  
Warming Party**

*Submitted by MMGG Members Tom and Barb Belongia*

Mark your calendars and pull out your Vintage English outfits! Come join us in celebrating our new MG Garage. The date is **October 15, 2004 at 6:30 pm.**

**Please dress in attire to match the year of your car!!!**

Real British Fish & Chips will be provided along with the appropriate vinegar. We ask that you bring a dish to pass and your beverage of choice.

Directions to the Belongia's England Country-side: Take I-94 to Hudson, Wisconsin. Take Exit #2. Turn right (south). Go 6 miles from Interstate I-94 exit, to County Road MM. Turn right. Go ¾ (.75) mile to Glen Lane. Turn right and go to the bottom of the hill (about 1 long block). Or look for the Union Jack markers along the road way.

FFI: Call Tom or Barb at 715-425-0189

# This and That

## Reminder: Minnesota MG Group Annual Holiday Party January 15, 2005-Plan to Attend Now!

The party will be held at 3M's Tartan Park clubhouse in Lake Elmo, Minnesota. Directions will be provided in a future announcement. We will be having a buffet dinner with dessert and choice of beverage. The evening starts at 6 PM with a social hour (cash bar). Dinner starts at 7 PM.

The cost will be the same as last year, \$25 per person. Please send your checks, **no later than January 5, 2005**, made out to **MMGG**, to:

Mr. & Mrs. Glenn Fisher  
6223 Lynnway  
Woodbury, Minnesota 55129

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

**Note Auction Items:** If you have something to donate to the auction/door prizes, please call Jack and Kathryn Schneider at 651-552-1780.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Total Amount Sent (\$25.00 per person)-made out to MMGG: \$ \_\_\_\_\_

### MGA Book to Consider

Club members, this is a very good book. And as we're getting more "A"s in the club, it would be worthwhile. Mike Ash who wrote the book, does a column in the MGA magazine each issue and is an officer in NAMGAR. *Dick Wallrich*

#### Now Available!

All 16 years of Mike Ash's columns - complete as originally printed in **MGA!**

400 pages on all mechanical and electrical aspects of the MGA. Over 1000 illustrations.

Order on-line at:

[www.namgar.com](http://www.namgar.com)

\$45.00 plus shipping



**MGB USED PARTS FOR SALE:** Bonnet- two to chose from, non-over drive transmission, GT rear hatch-with glass, rear end, steel wheels-5, windshield frame, many other parts-cheap. Herb Miller (612) 860-8067 or hgmiller3@qwest.net.

*October, 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*

**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, 651-457-4103

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

**For Sale:** 1977 MGB, Red. One owner car. 32,000 miles. All original and like new condition. Always garaged and never driven in winter. No rust. Asking \$8800. Call Don at 651-454-4520.

*September, 2004*

**For Sale:** 1969 MGB White with black interior. 1 owner car. 37750 miles. Well maintained with new top, carpet, and recovered seats. Tons of receipts with work done by Quality Coaches. Appraised at about \$10,000 but price negotiable. Call Jack at 612-869-6671.

*September, 2004*

**Free:** MG1100 parts-come get them before the are scrapped. Del Fankhauser at 651-439-7966.

*October, 2004*

**For Sale:** MG TD 1952 Replica made by British Coach Works. Beautiful yellow MG TD was made in 1985 for the Schweppes Sweepstakes for \$19,500. There are only 6800 miles on it. There is a Chevette 1.6L motor in it and it gets really good gas mileage. No problems with it. There is a new FM/AM Cassette Stereo. It is so much fun to drive. I have all the papers. Asking \$6500. Home phone 651-436-8637. Cell phone 651-428-8637.

*September, 2004*



**FOR SALE 79 MGB.** One owner for 24 years. Car is in excellent condition and has been well maintained. New SU carburetors installed by Quality Coaches. If someone is interested in a good car this would be worth checking out. Don Raymond 952-926-3060.

*September, 2004*

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

*August, 2004*

**For Sale:** 1991 Toyota Camry, 126,000 miles, clean interior, Toyota rust outside, A/C works well, giving up daughters car. \$1799. Come on-make me an offer. Call Jon 651-779-8605 or email [jdmasley@mmm.com](mailto:jdmasley@mmm.com).

*August, 2004*

**For Sale Tonneau Cover.** I am trying to find someone who might need an original tonneau cover for a 1975 MGB. The cover is in black and in excellent condition. I checked with a restoration company and found that new ones go for \$200 to \$240, depending on whether or not they have the headrest pockets. I am asking \$75. Call Joy at 763-783-9675 in the evening or by email at [jsr-maley@aol.com](mailto:jsr-maley@aol.com).

*September, 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:** 1966 MGB Good mechanical, body rusty, interior needs work Clutch shot. **For Sale:** 1967 AH Sprite Good mechanical, body rusty interior OK. \$2,000 each or \$3500 for both. Kevin 612-501-9662.

*October, 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](mailto: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](http://www.mmgg.org)