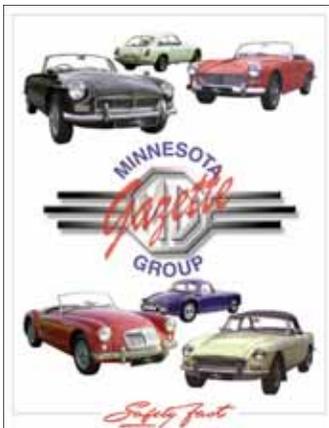




Gazette

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The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for January. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Annual Meeting
 Saturday, November 9th
 Square Peg Restaurant
 9 a.m.
 Annual club update
 &
 2008 event planning!

Holiday Party
 Plan now to attend!
 Saturday, January 19th
 Tartan Park

The Minnesota MG Group was founded in 1987 and is dedicated to the preservation and enjoyment of the MG Marquee. Correspondence can be addressed to:

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The Left Hand Thread

By MMGG President Richard Wallrich



Racing in Mid Ohio

This month, I'd like to tell you about our trip to the VSCDA Historic Mid Ohio Fall Finale, October 10-15 at Mid Ohio Sports Car Course. It's located just outside of the thriving town of Lexington Ohio. Randy Byboth and Ken Merrill took Randy's Spridget earlier in the day. Mark Brandow and I had daytime commitments, so we didn't get on the road until 4:00 p.m. Yes, we had to drive past the dreaded Exit 105 and normally you would have to go through Chicago, but we opted for the extra miles and took 39 down to I-80. We had no slow downs in either direction. It was great.

We got there on Thursday at about 5:00 p.m. and started to set up at the track right away. We brought my 10' x 20' tent, which we found out later to be a very convenient item. We had just gotten the roof on the tent when it started to rain. It was nice to have dry equipment instead of all the gear being water-logged as usual. With the tent, we were able to put both race cars in the tent and close it all up. This really helped us the next morning as most racers were scraping frost off of the windscreens.

Mark was in group 1 and Randy in group 2, so they were the first ones on the track each day for practice and qualifying. This meant that we were up at 6:00 a.m. each day to have our Comfort Inn breakfast before arriving at the track at 7:30 a.m. Mid Ohio is a very nice track. It is a challenging course with many turns and not very long straight-aways. The track is maintained very well and it is a great place for spec-

tators and campers. There are many large wooded areas so most of the visitor areas are in the shade.

Friday was filled with untimed practice sessions all day. There were eight different race groups, so it took a while to get everyone on the track. The MG racers had a nice dinner in the evening. The dinners are really fun to go to because they always have good food and really great stories.

Saturday and Sunday was the actual racing. Both Randy and Mark's cars ran very well, both days, with no major mechanical problems. The last race on Sunday was fun to watch as they ran it as a relay race. There were three cars to a team and they passed a baton between the cars. However, the drivers did not pass them to each other. They had a designated baton passer who would take it from one driver and run it to the other end of the pits to the next driver. However, these were not your usual sprinters. The race directors chose a guy with a cane, one guy in a wheelchair and several over the weight limit runners to make it interesting. Surprisingly, the guy in the wheelchair and the guy with the cane were pretty quick.

We drove back part way after the races on Sunday and finished our return to the Twin Cities on Monday. Congrats go to Randy Byboth of Bob Boy Racing for coming in second in his class. For those of you not familiar with Bob Boy Racing, their motto is "We like our Spridget fast and our women from the cannery in Montgomery" (it is a good motto, but it is just a little wordy for a Spridget).

A reminder about the annual meeting at the Square Peg on November 10th. I did make an error in saying that we weren't looking for any volunteers. Diane Rindt would like to pass on the regalia duties to someone else because that would knock her down from three to just two positions in the club. If you feel that you have a creative side and you would like to try out your marketing ideas before a appreciative market in this position, let me.

I've been politely reminded that I have to write a December column. Then they'll give me a month off. But during our break we will be putting out special email messages, so make sure you give Tom Belongia and Elena Biessener your current email address information.

Now it's time for me to get started on that winter MG to do list.

THE RUBBER B'S

EDITOR'S NOTES

TOM & BARB BELONGIA, EDITORS



We're a little late this month with *The Gazette*. Please forgive us! We caught a "day-care bug" from our granddaughter and needed a couple of days to recover.

As a friendly reminder, our submission deadline for each issue is the 15th of the monthly. If we receive articles and event data late, we're late. We appreciate if you get us your information by the 15th so everyone can receive their copies by email or USPS by the beginning of the month.

The Gazette is the official source for communication of MMGG events and news. Please event your event information to us by the 15th so all the details can be shared with your fellow members. We'd prefer an email notice — tom.belongia@pressenter.com — or you can call us at 715-425-0189.

Remember there will be a December issue — the last *Gazette* in 2007 — and then no January issue. So any February events will be published in the December issue. If you sign up to host a February event at the Annual Meeting, please get us SOMETHING for the December issue. We can always do an email blast with more details but those that receive the *Gazette* via USPS don't have the advantage of these last minute updates. If we publish at least the basics and a phone number for more information, these members will be able to attend your event.

There are no formal events planned for December but there's always time for an impromptu event. Maybe a holiday shopping trip or some neighbor caroling!

I guess we have holiday plans on the brain — including shopping. Don't forget MMGG and MG Girl Regalia make great gifts! But call Diane Rindt now to place your orders.

Have a Happy Thanksgiving!

Keep Driving — No Snow in the Forecast!



CLEAR YOUR PATH TO TARTAN PARK!



MMGG Annual Holiday Party

Once again at 3M's Tartan Park in Lake Elmo. Hosted by all the Byboth's. Reservations and pre-payment are required. Send your check —\$25.00 per person — to Steve Byboth at 937 94th Ave. NE, Blaine, MN 55434. Reservations and pre-payment needed by January 1st. We cannot allow any "walk-ins" this year — so send in your reservations now.

Make checks out to MMGG. The Holiday Party will start at the same time as last year — 6:00 p.m. social hour and 7:00 p.m. dinner — followed by the *famous* MMGG auction.

Tim and Mari Ruth Byboth are handling the auction portion of the evening. Contact them with your donations at 715-377-4684 or yellowmgb@sbcglobal.net



MG Girl Regalia (both the above design as well as the new MGT patch) is available from Diane Rindt. Please contact her if you are interested in any of the following items or for special orders.

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Hats



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Or the new MG Minnesota logo (above)

Available from Diane Rindt.

Easing Out the Clutch

By Barb Belongia

I grew up in a fairly “normal” Midwestern home, but not one that was enamored with engines or cars. Vehicles were a necessity and should allow the owner some comfort. I had no brother that may have started out his driving career with a bargain car or hot rod. Furthermore, my father was handicapped, and although he claimed he could easily handle a vehicle with a standard transmission, the State of Wisconsin disagreed.

My parents had mostly Oldsmobile models while I was growing up and my first car was a Ford (actually it was more of a “bribe” but that’s another story). All these vehicles had automatic transmissions. A “clutch” was a car part I had no experience or understanding of for the first 25+ years of my life.

When Tom and I got married, we were a one car family (my Ford). We were finishing college, working part-time jobs, all within the confines of our small city, so we were easily able to manage with just one car. We dropped off and picked up each other; sometimes we even walked or rode bicycles between school and work. Eventually I moved on to working days and Tom to nights, we carpooled and after babies I stayed home for a few years. Generally we did less “going” that most do today. We were one car family through our first seven years together.

Then the “itch” hit. We needed a second car. The kids needed to be picked up from day care and although they were close to home; walking home with two munchkins and all their stuff was not practical. We needed to find a reliable car “cheap”. And we did. It was a cute, aqua colored Monza (not Mazda, but the Chevrolet Monza). Only one thing, it was a four speed (but on the floor with bucket seats, adding to its “cuteness”).

While we were still at the dealership, I politely reminded my better half, “I don’t know how to drive a car with three pedals”. He only slightly rolled his

eyes before replying “It’s really not very different. I’ll teach you.” So home came the Monza – Tom driving with the kids, and me in the family car following behind.

I was determined to master this new driving system immediately so I could drive “my” car to work. (Oh I forgot that part. This car was supposed to be mine as it was too small for Tom’s commute in the winter.)

Tom had picked out the perfect place to teach me to drive a standard four speed – a small housing development on the outskirts of town, with little traffic, two stop signs, a small hill and a route that allowed us to go round and round till I had mastered this “easy” task.

Maggie and Amy were in the back seat with our mutt, Sam. We get to the designated course and I moved into the driver’s seat. Tom gives me his short run down on four speeds, the clutch, using the engine to slow you down, using the hand brake to help on hills, etc., etc. The whole time I’m thinking, “Just shut up and let me do this” while also trying to get the kids to stop “looking at or touching” each other (you know what I mean if you’ve had more than one child) and keeping the dog from her continuous barking.

So finally we start the “practical” portion of the lesson. Problem #1 – I couldn’t get the clutch all the way to the floor. Tom forgot that the seat position for his 6’1” frame was not right for me at 5’6”. Now I was really ready.

I got the “gear locations” lesson and apparently passed, although reverse was going to be studied in the next lesson. So I started the car, pushed the clutch to the floor, shifted into first gear and released the hand brake.

Now all I had to do was step on the gas and let out the clutch AT THE SAME TIME and we’re off. But apparently I wasn’t following my instructor’s lesson accurately because at this point I killed the engine. That’s when I first heard the phrase, “You need to ease out the clutch”. Little did I know at the

time that those words could be the basis for divorce. I barely understood the purpose of the clutch; let alone how to “ease out the clutch”. But the lesson continued and after numerous “killed engine episodes” the car finally moved – probably not due to my skill but either pure luck or the Monza took over and drove itself.

I quickly mastered the “clutching” and “shifting” into 2nd, 3rd and 4th and back down for corners and curves. But then I came to that first stop sign. Down to first gear, full stop, look for traffic, etc., etc., and then “ease out the clutch” and pull away from the stop sign. The engine killed again. It was back to the earlier part of the lesson. I tried to let out the clutch and step on the gas at the same time. I want you to know, I felt that was next to impossible to do. Perhaps I should have asked exactly what “easing out the clutch” meant. Although knowing Tom, he probably told me numerous times. But now realizing that I sometimes have an “obstinate” streak, I’m sure I didn’t really listen to his “advise”. I wanted to drive this sporty car NOW and “easing out the clutch” was becoming an obstacle.

After “hours” and only making it through each stop sign twice (remember, there were only two stop signs on this route) Tom was back in the driver’s seat and we were headed home. I was crushed. I was sure I’d be driving my car to work the next day. Tom assured me after another lesson I’d have it “down”. But I thought “reverse” was the next lesson.

We went out again, every night for the rest of the week, and the first lesson was pretty much repeated each night. We took a break and worked on reverse – that seemed easier somehow – but most would frown on my driving if I chose reverse for my commute to and from work.

After the first week of having this car, I knew Tom was wrong. We should never had bought this car. I suggested “exchanging” it. He said, “No problem”, I’ll just use this car”. The lessons were scaled back dramatically but the task of learning to drive this car was still on my “to do” list. Weeks passed and I was no closer to figuring this impossible feat of “easing out the clutch” than earlier.

Winter was approaching and I was encouraged to resume my lessons as Tom’s commute was longer (all the way to Bayport) and snow storms might require him to take the family car. Then I’d “need” the Monza.

So I agreed to try again. But this time, I had RULES. No driving on the pre-determined route. We start the lesson at our house – starting with backing out of the garage (remember I had reverse figured out). And NO sentences that contained “EASING OUT THE CLUTCH”.

Although Tom broke the rules right off when he reminded me to “ease out the clutch” the lessons were somewhat less stressful and more successful. I finally put pressure on the gas while letting out the clutch and didn’t kill the engine. Then I did it again and again. I killed the engine less and managed both the clutch and the gas more easily

I wouldn’t describe my actions as a total success and my confidence was lacking, but “in an emergency” I would be able to use this car.

During the next few years, I use the car to commute to work occasionally and sometimes even “choose” to use it for errands. But there are still many painful memories of the car dying in an intersection, horns honking in protest to my driving skills and fear that the next insistent was only the next stop sign away.

After a car / deer encounter (I was not driving), we replaced the Monza with an automatic transmission vehicle and I never again considered a manual transmission option for our vehicles.

To Be Continued — next month — *Easing Out the Clutch in an MG!*

From *Webster’s New World Dictionary of the American Language*:

clutch (kluch) *v.* to grasp or snatch with a hand or claw. to grasp or hold eagerly or tightly. *n.* a claw or hand in the act of seizing. a mechanical device, as in an automobile, for engaging and disengaging the motor or engine. the lever or pedal by which it is operated.

2007 FALL COLOR TOUR



HOW DO YOU LIKE YOUR HAM DONE?

HAPPY HALLOWEEN MMGG



From the corner of Madam Vice Dawn Williams



Another driving season is about to come to an end and I am preparing the MGF to go into storage. I'm not sure if there is a psychological conversation that I need to have with her or if she will take this hibernation period in stride and come out in April with a bounce in her axels ready for next year's activity. She is going to spend the winter with Ken Merrill and his family so I know she will be well taken care of and get lots of attention and love while she is on her winter vacation. My MGB will return to her original position in the garage next to the SUV and I am sure she will be busting her buttons with pride as she gets cozy and prepare for her long winters nap, peaking out every time the garage door opens and I get the big gas-hog ready to go out in the cold, winter weather. I imagine that I will hear in the distance, under the car cover, the sound of QUACK-QUACK, QUACK-QUACK, QUACK-QUACK, as she reminds me that she was once the main girl in my garage. The one big thing I look forward to in the spring is the new driving season. Both my B and F will be ready to wake up and take their tires to the highway.

On Friday, November 9, the Minnesota MG Group car club is going to be featured in the Car Classified section of the *Minneapolis Star Tribune*. Jim Bohlen has been writing about the English car clubs in the state for the past several months and several of our club members were interviewed for this feature article. His column is called "Auto Scene".

Elena Biessener read about this in the InterMarque and contacted me to follow up with the author. We had a very nice phone interview but when he asked me several questions that I couldn't answer I promptly sent him to Dick Wallrich. Who knows where he went from there so grab a *Star Tribune* newspaper on November 9 and check it out. I, for one, am anxious to see what I said. I remember saying that this group is the best ever, let's see what he actually writes.

Our club activities for 2007 are almost at an end. The annual meeting on November 10 is the last scheduled get together. I hope everyone comes. This is a great time to bring new ideas, wishes and events to club and get things on the agenda for 2008. We will be having reports from the various committees and setting up events and activities for the 2008-driving season.

During the year and at the events, everyone works together so no one has a lot on their plate, except for Diane Rindt. She has been in charge of the Regalia for the past few years and has done a fantastic job. This includes taking orders for the MG Girls tee shirt sales and keeping track of all regalia inventory. We all appreciate the job she has done. Thanks so much, Diane.

The annual meeting is going to be on November 10 at the Square Peg Restaurant at 2021 East Hennepin. The restaurant is in an office building called Hennepin Square which is between highway 280 and Stinson Blvd in Northeast. There are signs on the street and plenty of parking. The meeting will start at 9:30 a.m. There is plenty of room for you to come and eat first and the food is great. The owner, Phil Vanner, is an MMGG member and is planning a wall to display all the plaques and trophies that the club has received over the years.

A group of English car enthusiasts meet there every Saturday morning at 8:30 a.m. for breakfast all year round. How about putting this on your regular schedule this winter? It is a great way to talk cars with your friends when your English car is in storage.

Plans for 2008 are already underway so this is the time to come and add yours to the schedule. If you are interested in hosting an event make sure you come and sign up. We will have the entire year ready

to be filled in for drives and events that will keep us all as busy as we want to be.

The year will start with the MMGG Holiday party on January 19, 2008 at 3M's Tartan Park in Lake Elmo, hosted by the Byboth families, all three of them. The prizes that show up the evening of the party are truly amazing. Make sure you check it out this year and come on out. It's OK to drive your winter car; there are usually a few English cars in the parking lot that evening.

Then, our traditional Valentines Tea? Do we have some hosts? After that comes the Kick-off Brunch in March. Who is going to host that event? I guess there are a lot of plans to put on paper. How about it?

If you don't want to host an event yourself, there is always some one who will work with you. That is how I got to be good friends with Diane Vinar and Cathy LaClaire. I wouldn't trade the planning meetings for the 2007 Holiday Party for anything. We had more fun planning the party than the party itself. We never imagined that it would be as successful as it was, but all MMGG events are.

As I am writing this I am preparing to go to the Halloween party at the Jensen house in Stillwater. I was trying to think of a costume and it occurred to me that I should dress us as Madam Vice. "What does that look like and what should I wear", I said to myself. Something slinky and sexy, low cut top and a short skirt with lots of eye makeup and long hair that is all messed up. Well, that left me out, big time. I guess I will go as a witch with my black hat and cape. I can put on some excessive eye makeup but that's as bad as I can get. *(Editor's note - see Madam Vice's Halloween pose!)*

See you at the Annual Meeting!

Annual Meeting of the MMGG

The Minnesota MG Group will be holding their annual meeting on Saturday, November 10th 9:30 AM at the Square Peg Restaurant. The Square Peg is located at Hennepin and Taft St. NE. The meeting will follow the usual Saturday breakfast meet at 8:00 a.m. Please contact any Board member for any business items you would like to have included at the meeting. We will take meeting additions until November 1st. Please do not be shy in attending the



MG Girls " Bird House Craft Day" at Quality Coaches, 20 West 38th Street, Minneapolis on Nov. 17th at 8:00 a.m. until 12:30 p.m. Coffee, juice, and muffins will be served. We will be painting and designing MG bird-houses as center pieces and prizes for the holiday party. Please bring your creativity and ideas, all craft supplies provided. Thanks!

Cindy & Randy Byboth



WELCOME NEW MEMBERS:

MIKE SPEIDEL & ELIZABETH MASIEE
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Need a Nametag?

If you are a newer) member and have not received your nametags), or are an existing member and lost yours, please request one from new member coordinator Bill McReaken (952-890-0102). 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 name-tags cost \$5.00. Send your check to Bill, made out to MMGG.

TECH TIP: by Ernie West

I think the right descriptive word here is “insidious”. Meaning it’s gradual or unnoticed. At least that’s what I want it to mean.

The Subject This Time Is Tires: Looks can be deceiving. It’s like the guy who jumped off of a ten-story building, and yells as he goes past the second story ---- so far, so good. You can have tires that look very good, but may very well be at the “second story” level.

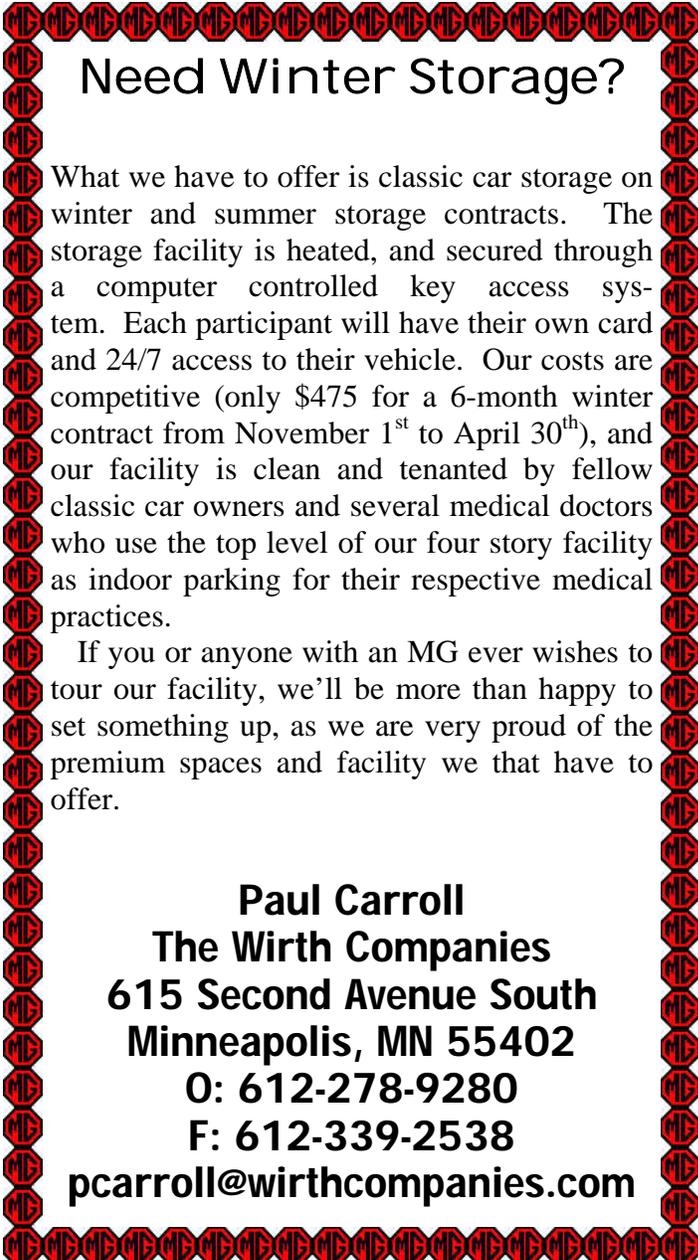
I have a close friend, Tom Politiski, who went out to his garage only to notice one of his performance cars leaning to one side. Upon inspection he found one of the tires blown out. I mean a huge fractured hole with pieces of the tread lying all over. He chalked it up to just a massive tire failure, or bad luck maybe.

But just one week later, another tire on the same car did the same thing. Now, here’s the scary part. Just a couple of weeks earlier he’d been to an auto cross event and had many runs with speeds up to 50 mph with all of the usual hazards like trees, buildings, light poles, and spectators. As usual he had the car to all of its limits of rpms, braking, and cornering. And, yes the tires were the tortured medium between the car and the road.

No, Tom is not the careless type. Quite the opposite. All outward appearance of the tires looked perfect: lots of tread, no cracking of the sidewalls, no bulges, no obvious questionable repairs, normal balance, etc. Only one thing remained of question ----their age. As they were on the car when he bought it, their age was unknown.

Therein lies the warning. As your tires age, so does their limits. I can’t tell you an actual curve, and it would probably vary from brand to brand anyway. But there’s definitely a curve downward of what a tire should be expected to do. A new 130 mph speed rated tire today, might not be safe at 100 mph five years from now, and might not be safe at any speed eight years from now. There’s rumor that some politicians are contemplating making laws that no tire will be allowed for use after four years. (I suspect they are heavily invested in tire companies.) But all jokes “pun intended” aside, you should pay attention to the age of your tires, or go one step further by checking on the internet or with your tire dealer regarding your tires “safe” lifetime.

Safe motoring!!!!!!! DEAD LAKE MOTORS



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What we have to offer is classic car storage on winter and summer storage contracts. The storage facility is heated, and secured through a computer controlled key access system. Each participant will have their own card and 24/7 access to their vehicle. Our costs are competitive (only \$475 for a 6-month winter contract from November 1st to April 30th), and our facility is clean and tenanted by fellow classic car owners and several medical doctors who use the top level of our four story facility as indoor parking for their respective medical practices.

If you or anyone with an MG ever wishes to tour our facility, we’ll be more than happy to set something up, as we are very proud of the premium spaces and facility we that have to offer.

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Are you the type of person that goes to events with a camera and can't resist taking picture of the cars and people at the MG events? Did you go to Ellingson's, Twists, Napa Valley, the MGA event in Canada, or any other MG event this year? Have your pictures seen by the club at our annual Holiday party in January. E-mail the pictures to Jim Pennoyer at MGADRIVEN@YAHOO.COM or send him a CD of the pictures If you have questions you can call him at (763)360-7382. He will compile the pictures into a slide show so that we can all see and enjoy them.

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Calendar of MMGG CLUB 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.

November 10, 2007

MMGG Annual Meeting. The Minnesota MG Group will be holding the annual meeting on Saturday, November 10th 9:30 a.m. at the Square Peg Restaurant. The Square Peg is located at Hennepin and Taft St. NE. The meeting will follow the usual Saturday breakfast meet at 8:00 a.m. Please do not be shy in attending the meeting. We hope to see everyone on the 10th.

January 19, 2008

MMGG Annual Holiday Party at 3M's Tartan Park in Lake Elmo. Reservations and pre-payment is required no later than January 1st. No walk-ins without reservations will be allowed this year. See page 4 for more details. Plan to attend the "most popular annual event" which includes time with friends, dinner and the FAMOUS MMGG Bucks Auction. Hosted by the Byboth's — Cindy and Randy, Tim and Mari Ruth and Steve

It's time to plan the 2008 MMGG events!

Do you like the traditional club events — Valentine's Day Tea, Spring Picnic, Fall Colour Tour?

Do you have ideas for new events?

Or new spins on the traditional events?

November 10th is the date to share you ideas!

Spend more time with your MMGG friends and your cars.

Planning an event is easy to do.



Calendar of Other Events

Support Our Friends!

**On Going
Saturday Mornings
All Year Round**

Saturday morning British Breakfast at the Square Peg Diner, 2021 East Hennepin Avenue, from 8:30 a.m. to 11:00 a.m. (most people get there early). Open to all lovers of British cars. Proprietor Phil Vanner, a British car owner, welcomes you. New expanded dining room too! After breakfast we linger in the parking lot, weather permitting, to “show off” our cars.

MG Girls meet the second Saturday of each month at the Square Peg too.

**East Ender’s Breakfast
1st and 3rd
Saturdays**

A group of MGers have started a semi monthly East Enders Breakfast group. For those MG (and any other) enthusiasts that want to breakfast a little later and not drive to Minneapolis. Join us on the 1st and 3rd Saturdays each month, 9 a.m. at the Best Western Hudson House Inn located in Hudson, WI on Crestview (South Frontage road) west of I-94 Exit #2. The phone number is 715-386-2394 should you get lost. Sorry, checks are not accepted. All are welcome.

July 10 -13, 2008

GOF Central MK XXX Auburn, IL. Hosted by the Olde Octagons of Indiana. Activities include Afternoon Tea T Time, First Timers’ Display, Raffle and Auction, In Line with the Classics Car Show and Banquet and Awards at the Auburn Cord Duesenberg Museum. For information kkubick@iquest.net or momsmg@comcast.net.

NOTE — All information for upcoming events — both Club Sponsored and Other Events — is due by the 15th of the month for publication in the next *MMGG Gazette*. Event hosts are responsible for supplying all the information for the event for publication. Please don’t forget this important step in hosting your Specific MMGG event. tom.belong@pressenter.com

The *MMGG Gazette* welcomes all articles, features and letters. Please submit all as Microsoft Word documents. All articles, features and letters will be subject to editing but all efforts will be made not to change the meaning of the submitted document.



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 Tom Belongia, 238 Glen Circle, River Falls Wisconsin 54022. Or at: tom.belongia@pressenter.com. Make checks payable to the MMGG.

For Sale 1976 MGB Roadster. 55k Miles. Rebuilt engine, Red with black interior. Includes soft and hardtop. Has seen no winters and no issues. Call Glenn Nickleski at 651 439 3948.

Sept 2007

For Sale 1980 MGB LE, 90k miles. 4-speed with overdrive. Tires good, some rust on the rockers. Motor has been replaced. Fiberglass top, radio, tonneau, but needs a new soft top. Contact Dave at 612 852 3088.

August 2007

For Sale 1974 MGB very solid, all original, great driver. \$9500 obo. MGA parts, hood, doors, windshield surround with brackets, wire wheels, transmission apart, rack, spindles, brake drums, top bows, etc. Mark @ 218-590-4364

October 2007

For Sale 1980 MGB LE. One owner, 10K miles. Sharp car. \$15,500. Contact Joey Ranta at Home: 218 492 4194, or Cell: 218 259 0633.

August 2007



For Sale 1976 MGB Roadster. Red with black interior. Weber carbs, new brakes (rotors, pads, and shoes) master cylinder, and new battery. 77k miles. Some rust on the fenders but runs good. \$ 2975. Call Dave at 612 414 2823 leave a message.

Sept 2007

For Sale 1979 MGB Green with Tan. Weber carb, 4-speed with overdrive. Mag wheels with new tires. Rust free from Washington state. Price reduced! \$7,995 OBO

For Sale 1979 Orange with black interior. Rosestyle wheels. 85k miles. \$5,995 OBO

For Sale 1967 MGB Roadster Green with tan. Texas car. Wire wheels, stow and go top and Tonneau. \$9,750.

For Sale 1952 MGTD Black with Green. \$16,500 OBO

For Sale 1962 Midget, MK I Green. Mag Wheels with a 1275 engine. This is a distressed sale. \$6,000

Call Mark on his cell phone at 612-306-0044



For Sale 1979 MGB Red with black top. No Rust, engine rebuilt at 79057 miles. Has over-drive, rebuilt transmission, new cam and lifters, timing chain etc. Oil cooler. Weber carburetor, electronic distributor, header exhaust. Fuel pump, hoses, brakes, clutch and master cylinder, starter, alternator, water pump, suspension and new shocks all rebuilt or new. New tires Dunlop and roll bar in 06. \$8990. Call Curt Robinson at 612 825 9068.

October 2007

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, 3947 Bailey Ridge Draw, Woodbury, Minnesota 55125
jdmasley@yahoo.com

New Renewal Changes

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

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

Add your Email Address here for your newsletter, and club notifications:

MG's) Owned: _____

Minnesota MG Group
238 Glen Circle
River Falls, Wisconsin 54022

Safety First!

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