

# Minnesota MG Group

## July Newsletter

### St. Cloud Scenic Drive & Tech. Session

Hosts: Doug and Mary Madson, Christophe and Karen Cordier.

Date/Time: Sunday, July 16. 10:30 am.

Where: Monticello exit from I-94 North of the Twin Cities on the way to St. Cloud.

The MMGG will assemble at the Monticello city park just down the street from the I-94 exit at Monticello. I will be at the exit to point the way. After a rest stop of about 20 minutes, we will continue on to our place for lunch and a tech session. Our complete meal will be provided by Christophe and Karen Cordier and Mary and I. Just bring your MG (or regular transportation) and your appetite.

**RSVP** Please RSVP to Mike Funck at 612-881-3223 by July 12. We need a rough head count to make sure we have the right amount of food. Mike has a message machine if he happens to not be home when I call.

**Alternate Directions** If you are unable to meet us at Monticello for the drive up to St. Cloud, alternate directions from the Twin Cities are:

North on US Hwy 10 past Sauk Rapids.  
Exit County Rd. 29, Turn left.  
Go to first Stop sign, turn left.  
Proceed half mile.  
Turn left at Stop sign, Benton Dr.  
Turn left at Benton Oaks Dr.  
Turn left at Stop at the top of the hill.  
Next street turn right, the house is straight ahead. 2042 Oak Dr. 612-251-0317 if you get lost.

See you there!

Doug Madson.

### The Facts and Nothing But...

The following excerpts are taken from actual testimony given by MMGG member John Stebner concerning his questionable rebuild of a B series MG engine last Winter. Mechanics are cautioned that some of this testimony relates to highly unorthodox practices and they should read on at their own risk.

MMGG: State your name and type of MG you own.

JS: Your honor, my name is John Stebner and my wife Anne and I own a 1974 MGB GT.

MMGG: At what time did you decide to rebuild the engine in said vehicle?

JS: Your honor, the engine in our MG was a used engine of unknown mileage installed in 1987. During the 1988 MMGG season, it consumed copious quantities of Castrol. By August of 1988, I realized something would have to be done before the 1989 season.

MMGG: Please give your definition of "something."

JS: At that point your honor, I wasn't sure what to do.

MMGG: It wasn't obvious to you that a complete engine rebuild was in order?

JS: I guess I didn't want to face that fact.

MMGG: But you state you knew you had to do "something."

JS: Yes your honor.

MMGG: What caused your indecisiveness?

JS: Your honor, I assure you, my motives were of the highest standards. But when I priced engine parts in the Moss catalog and added in machine shop charges, I was way over my budget. In addition, I had no previous mechanical experience in this area. I also checked on rebuilt engines but again, could not afford them.

MMGG: So you chose the only other option available to you: the creation of a Frankenstein engine assembled with parts stolen from deceased power plants!

JS: Yes sir, I admit it.

MMGG: Tell the court how you obtained the necessary parts required for your misguided project.

JS: I had the original engine from our car in the garage. Our car was purchased as a basket case and the engine had a bad crankshaft and bearings. I also had a 1966 engine from an early GT parts car. In addition, there was the engine in the car to consider.

MMGG: So you owned three engines counting the one in the car and you thought you could build one good engine out of three bad engines?

JS: Yes sir.

MMGG: You must have used some new parts!

# Events of Interest

## July

- 12 - 14: Gathering of the Faithful. St. Louis, MO.
- 15 - 16: Road America in Elkhart Lake, Camel GTP, C.O/GTU, IMSA 500, Firehawk Endurance Series, Saab Pro Series and Pro Sports 2000.
- 17 - 20: AMGBA National Convention. Springfield, OR. Contact Willamette MG Club: 2375 N. 5th St., Springfield, OR., 503-746-8440.
- 22 - 23: BIR: Trans Am, Race Truck Challenge, Escort Endurance Series and Pro Sports 2000.
- 28 - August 4: Oshkosh Air Show/Fly In.
- 30: Commangsac autocross. Reg: 8:30 - 10:30 am. Driver's meeting: 10:30. Timed runs: 11:00. \$15 Non-members. Hwy 55 East off 62 Crosstown to Ft. Snelling exit, then follow arrows. Corvettes of Mn (COM) event. Contact Glenn Grieder, 631-8516.

## August

- 8: Minnesota Autosports Club autocross. Contact Doug Miller, 866-5594.
- 13: Car Wars autocross. Raceway Park. Kris Lillemo 922-2044. COM event.
- 15: Hungarian Grand Prix. Budapest, Hungary.
- 20: Hare & Hound Rally. COM/UMSCC event. Noon. Hardees at Signal Hills Shopping Center in W. St. Paul. \$15 for non members. Don Thompson. 227-4996.

25 - 27: 13th Annual University Motors MG Summer Party. Featuring MG sedans and Saloons. Grand Rapids, MI. Contact John Twist at University Motors, 614 Eastern Ave. S.E., Grand Rapids, MI 49503. 616-245-2141. Events include Vintage GP.

26 - 27: Vintage Grand Prix Au Grattan. Grattan Raceway, Grand Rapids, MI. Vintage & Historic Racing, Touring Class and Drivers School, MG Grand Prix. Contact Vintage Sports Car Drivers Association, Ltd., Box C, 15 W. Burton Place, Chicago, IL 60610. 312-787-7838.

Note: I have information on registration for the University Motors event. Call if interested. Mike Funck: 881-3223.

## September

- 16: 3MSCC autocross, 3M parking lot.

# Treasury Report

Opening Balance	<u>\$565.85</u>
Revenues	
Membership dues	680.00
Newsletter ads	50.00
Polo shirt sales	30.00
Total	<u>\$760.00</u>
Expenses	
Newsletter postage	140.00
Star & Tribune ad	42.35
Copier paper	26.45
Total	<u>\$208.80</u>
Closing balance	<u>\$1117.05</u>

Respectfully submitted by Sherrill A. Carlson,  
Treasurer, MMGG. June 22, 1989.

## Member News

- Bruce and Lois Kooiman, Edgerton, MN.

Bruce related that he and Lois have enjoyed sports cars for many years and presently have several Triumphs, bageye Sprites and three Midgets. This includes a 1973 Midget with a 302 Ford engine and C-4 three speed automatic transmission.

Bruce says "This car gives new meaning to the word ACCELERATION."

- Jon and Sue Sibley, St. Paul, MN.

"We have had our 1956 MGA for 16 years. We have made some major and some minor repairs. That doesn't mean that it doesn't need major or minor repairs. We use the car in the Spring and Fall, avoiding the feverish Summer months."

"When Sue and I aren't cruising, we both work as teachers in the St. Paul schools (Jr. High)."

"As some of you may remember, we stumbled upon the MMGG when you were on your Fall outing. We were encouraged to get to work on improving the car. We look forward to doing just that and meeting those that share the same enthusiasm for the car."

- Roger and LaVerne Bjorklund, New Brighton, MN.

"I attended two outings last Summer, Osceola and Red Wing, and enjoy being a part of an organization with interest in British motor cars."

"I am a high school teacher (Director of bands) at St. Anthony Village High School."

## The Facts...

JS: Yes your honor, I purchased new piston rings, rod and main bearings, gaskets and seals and a new timing chain.

MMGG: Purchased where?

JS: J.C. Whitney.

MMGG: Oh my God. (shaking head) Where was the machine shop work done?

JS: It wasn't. I used a brake cylinder hone to clean the rust and small ridge from the cylinders. I pulled the core plugs and blasted the crud out of the block with a garden hose. When I installed the crankshaft from the 1966 engine, I Plastigaged the bearings and all journals were within specs.

MMGG: (Shaking head again) Go on.

JS: In addition to the 1966 crankshaft, I used the 1966 pistons and connecting rods. I liked these pistons because they have 4 rings versus the later 3 ring style. I also used the 2 row timing chain sprockets from the 1966 engine. I used the 1974 block because it had only 36,000 miles on it so it didn't need a re-bore. This saved me over \$100 in the cost of new over-size pistons. As a matter of fact, all other parts came from the 1974 engine. I didn't cannibalize the engine which was in the car at the time.

MMGG: Well, wasn't that big of you!

JS: Your honor, throughout this whole project, I was only trying to minimize my losses. I didn't trust my own abilities to rebuild an engine using over a \$1,000 in new parts. What if I failed?

MMGG: I'll ask the questions Mr. Stebner!

JS: I'm sorry sir but I'm trying to make a point. I felt it would be wiser to gain the experience with inexpensive used parts. If it didn't run, which I honestly never believed it would, I was only out \$200 instead of \$1,200.

MMGG: Tell us Mr. Stebner, does your Frankenstein engine run?

JS: Yes sir, it does. It runs quite well in fact. 65 lbs of oil pressure, no noticable oil consumption, clean spark plugs, more power, good torque...

MMGG: OK, OK!! And now you are driving this hideous creation, this sacrilidge, this mongrel to MMGG events?

JS: Yes your honor. I put it to you that although my methods may have been unorthodox and unethical, my intentions were honorable. I'm at the mercy of the court.

MMGG: You know, the engine in my car is getting tired. Perhaps I should see for myself just how much experience you gained from this.

JS: Let me put it like this your honor. If my toilet is blocked, I'd rather unblock it myself. If your toilet is blocked, I'll loan you my plumber's helper but don't ask me to unblock it for you. Try it yourself. You'll be flushed with success.

John Stebner

## For Sale

1968 MGB. 38,500 miles. Mechanically sound. Wire wheels. Stowaway top. Tonneau in good condition. New batteries. Interior not original. One owner last 12 years. \$3000 firm. Contact Guy Peterson, 739-3088(H) or Debbie 885-5412(W). (67)

3 main bearing MGB block with pistons. Call Rich Stadther at 698-1981. (67)

1976 MGB Roadster PARTS. "Hey, I've got body parts here; hey, engine parts; step up Bunky, interior parts. The price is right, Mister; we're talking cheap!" 78,000 miles. Engine and transmission out. BRG/tan. Contact Phil Little: 612-593-1283(W), 612-471-7120(H). (67)

1969 MGB GT. This is a California car as of two winters ago. Solid running condition with need of some cosmetic work. Contact Lew Palmer: 612-774-4113(H), 612-851-1726(W). (67)

## June Events Recap

Both the Drive/Dinner and the Hare and Hound Rally were completed successfully. A modest but enthusiastic contingent made the trip from the Registry Hotel to Gileno's Pizza through country roads south of the Cities and enjoyed both good food and conversation at the destination.

MMGG turn out for the Hare and Hound rally was a bit on the disappointing side with only a handful of members appearing (5 cars and 12 bodies if I got my count correct). The drive was fun however with MMGG honors going to Dave Kruth for lowest mileage. Ron and Marilyn Bertsch placed second.

The cook out put on by Brad and Jenny Benn of the club was excellent and our thanks are expressed for all of their efforts.

July 1989

# Tech Tips

by Doug Madson

While recovering the seats on our MGB GT, I found that slipping an 11 gallon kitchen garbage bag over the foam cushion on the seat back made slipping on the new seat covering easy. It's not a new idea to put plastic over the foam but the garbage bag fits so well that I thought I would pass it along.

By the way, when doing interior work, I have found Sta-Bond adhesive from Moss to be a great product. Prior to using this product, I have purchased professional type adhesives from upholstery shops but none of them worked as well as Sta-Bond. Not only does it stick well but prior to final hardening, the item can be repositioned several times in order to remove wrinkles and line up seams.

## Minnesota MG Group Directory

Events Coordinator: Dave Braun 432-5019  
Treasurer: Sherrill Carlson 423-1761  
Newsletter Editor: Mike Funck 881-3223  
Newsletter Publication: Jon Carlson 423-1761  
Member Data Base: Al Bramer 432-8058  
Contributing Editors: John Eaton 423-5475  
John Stebner 455-0229,  
Doug Madson 1-251-0317

## Newsletter Contributions and Ads

Contact: Mike Funck  
9517 Portland Ave. S.  
Bloomington, MN 55420  
612-881-3223

Personal ads for cars, parts for sale, cars wanted, etc. are free to dues paying members. Ad fee is \$10 to non-members. Ads will run two months. Please submit a \$10 check plus your copy by mail.

For commercial ads, please call or write.

## Change of Address

Contact: Al Bramer  
626 Portland Mews  
Burnsville, MN 55337  
612-432-8058

## Membership Application/Renewal

Annual dues are \$20 per member/family.

Remit \$20 check payable to:  
Sherrill Carlson - MMGG  
3270 148th St.  
Rosemount, MN 55068  
612-423-1761

# 1989 MMGG Events Planner

## July

Trip to St. Cloud and Tech Session: Sunday, July 16 at 10:30 am. Hosts: Doug and Mary Madson & Christophe and Karen Cordier. See page one of the Newsletter for details.

## August

Stillwater Picnic: Saturday, August 19. Hosts: Jon & Sherrill Carlson.

Tentative: New London to New Brighton Run: August 26. Host: Dave Braun.

## September

Tentative: Swap Meet. Event Host Needed!

Wheels & Wings Festival: September 9. Event Host Needed!

*Jim Johnson*

## October

Indian Summer Rendezvous: Hosts: Al Bramer and Dave & Deb Sorenson.

## December

Christmas Party: Classic Motor. Hosts: Darlene & Elmo Amundson.

## 1990

## February

Dead of Winter Bowling Party. Host: Mike Funck.

## March

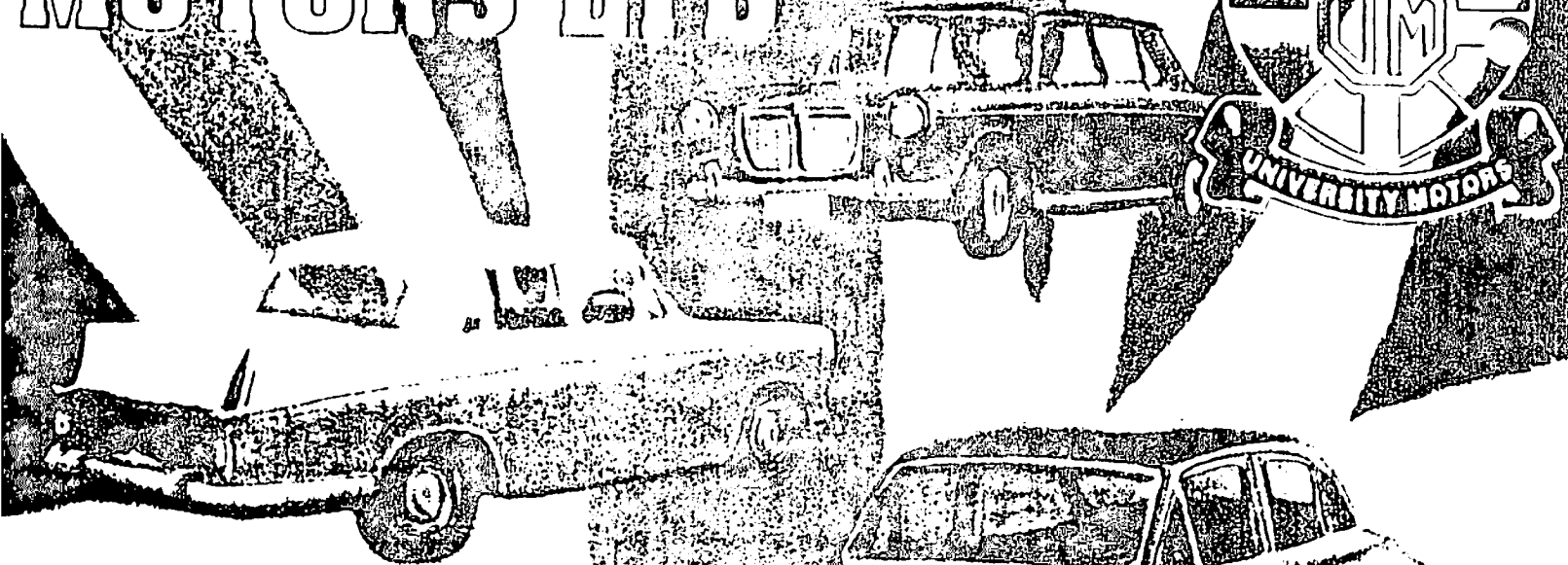
Kick Off Brunch

**MMGG  
Representative to  
AMGBA Needed**



The MMGG needs a representative to the American MGB Association. John Stebner has been our contact person to date and would like to step down. If you would like to be the individual who will be representative to and maintain contact with the AMGBA, please contact John and he will provide you with the information.

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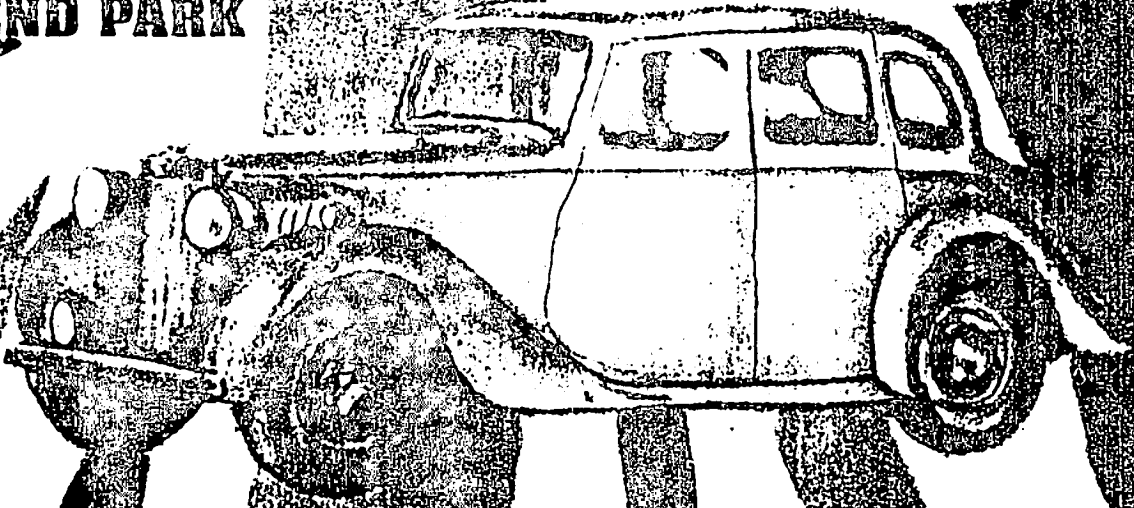
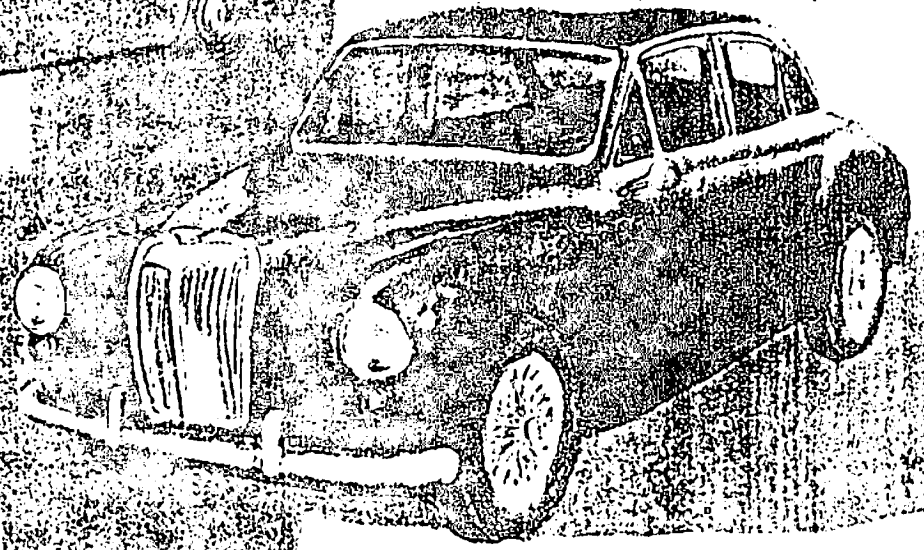
## 13TH ANNUAL MG SUMMER PARTY

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Dave Braun  
170th Ct.  
7138 Lower  
Rosemount, MN 55068

FIRST CLASS MAIL

Minnesota MG Group  
Mike Funck  
9517 Portland Ave. S.  
loomington, MN 55420

