

Minnesota MG Group

April Newsletter

1990 MEMBERSHIP DRIVE

Another year has slipped away and it is time once again to renew your membership in the Minnesota MG Group. As in the past, we have an excellent schedule of events for the year, something almost every month, for you to participate in and share with others your love of the classic MG automobiles.



What are the benefits of membership in the MMGG? Here are a few to consider:

- A newsletter each month which describes club events, keeps you up to date on member activities and has excellent articles, stories and technical bulletins from members.
- A network of friends that you can call on regarding your MG questions and projects.
- Free advertising to a "select market niche" of people who are interested in the MG items you have to sell or wish to locate.
- An excellent program of club events of many types, usually one event per month in season.
- Contacts, joint events and news of activities for other Minnesota sports car clubs including the Alfa Romeo Owners Club, Jaguar Club, Minnesota Autosports Club, Austin-Healey Club, Vintage Racing Club, Twin Cities autocross clubs and others.
- Fun. No matter what the weather or program or number of members who arrive to participate, we always enjoy ourselves. You will too if you join and join in the fun!

MEMBERSHIP: \$20 per year.

ASSOCIATE MEMBERSHIP/Newsletter subscription: \$6 per year.

Please complete the membership application/renewal you will find inside the newsletter and return it with your check as soon as possible.

Varoom!! Start Your Engines... TECH SESSION Sunday, April 29

This is the first outdoor event for 1990 and we have set up the following activities for the April 29 Tech. Session. ALSO - ATTENTION LADIES!! We have some new activities for you, so please join us for a good time. The times are listed below so come for all or part of this Minnesota MG Group event.

MG Front Suspension Repair: 2:00 pm

"Lefty Loosey Righty Tightly" (That's all one has to remember)

This Tech. Session will demonstrate how to replace the A arm bushings in the lower control arms. I have a new set of the steel and rubber bushings as used on the MGB/GT V8. We will also show how to install front lever shocks and coil springs.

Women's Make-up and Facial: 2:00 pm

Let us show you the new colors for Spring! We will demonstrate make up techniques (guess this is a "Tech." session too!) and applications. Also enjoy a complementary facial.

Pot Luck Dinner: 4:30 pm

The Club will provide the Hamburgers and Bratwurst for the cook-out dinner. If you plan to attend please call Pat or Roger Karnopp at 454-1379 to sign up for something to bring and share. Also please bring your own beverages. See map inside newsletter for directions. See you there!



MG BUFF GOES ALL OUT FOR RARITIES

by Andy Lingwall

Faribault Daily News staff writer.

Greg Garnett loves his four sports cars.

He loves them so much he's gone against his own best advice to other collectors.

"I always say 'stick to two,'" said Garnett. "It's tough to maintain four in roadworthy condition and use them all."

Nevertheless, the Northfield doctor's lifetime passion for sports cars, particularly MGs, led him to gradually acquire the four rarities now stored in his Northfield garage.

The cars range from 24 to 54 years old and represent a high school kid's love for British steel fulfilled. Although Garnett, 42, longed for one as a high school senior, dad refused, and not until he completed college at the University of Wisconsin and prepared for medical school there in 1969 did his first dream come true: ownership of a 1951 MG-TD convertible.

Garnett still drives it today. Mechanically restored in 1980, the creme-yellow two-seater is powered by a 4-cylinder, 1250 cc, 52 horsepower engine, sporting twin "SU" carburetors. The TD was one of the first cars made having rack and pinion steering. He said although it's not fast by today's standards, that's not what he's after.

"I love the classic lines of these," he said. "they have a spirit and character all their own."

Garnett is unlike many gentleman collectors who hire out the restoration or buy a finished car. He disassembles them down to the frames, rebuilding to exact British colors and specification. In his backyard garage, he primes and repaints every nut, bolt and attachment to perfection. Garnett undertakes every phase of the work himself except bodywork, major painting and interior restoration, for which he said he doesn't have the equipment or expertise.

"When I restore the engines and other parts of the cars, it's pretty straightforward; I can go step-by-step and follow books if I need to," he

said. "But paint and interior work I'd rather have done professionally."

Garnett has also redone his 1947 MG-TC, a British Racing Green two-seater, precursor to the TD. He acquired the car in 1980 through a Road & Track magazine ad in Denver, CO. It was in pieces.

For years he toiled and fussed, reassembling and revamping the car from the frame up. It now looks and drives showroom-new.

According to Garnett, the MG company had modest beginnings. The name stands for Morris Garage, originating in 1929. In 1926, Cecil Kimber was hired by the Morris Car Company in Abingdon, England to modify the Morris chassis, making improvements and sporting it up a bit. He founded the company three years later.

During the war, explained Garnett, MG production in the Abingdon plant ceased, the company converting to tank and aircraft parts manufacturing. When the war ended, car production resumed.

"The TC has been described as 'the sports car America loved first,'" said Garnett. "After the war, many servicemen brought them back to the states. The car cost about \$1,800 new then."

British Leyland Motors acquired the company in 1970, making MGs until 1980, he said. The cars are no longer made.

As special as the other two are, Garnett said his crowning achievement is the acquisition and restoration of his 1936 MS-SA. Sporting lines similar to a Rolls Royce along with a back seat, the "Sport Saloon" style is quite unlike that of its smaller counterparts. According to the MG company, only 2,000 were made and today only 93 survive, half of which are in England. Garnett owns one of 12 SAs in the United States.

The story behind his finding of the SA is almost as interesting as the car itself. Seeing one like it on the East coast in 1984, his interest was piqued.

"I needed another project," he said. "I happened to run into a friend who was living in England that Summer and asked him about looking for one."

MG BUFF

Realizing the search for such a rarity for sale could take a long time, Garnett allowed himself about 1-1/2 years to find a suitable candidate, cosmetically good and mechanically restorable.

"Twenty-three hours later my friend called back, saying he had found one," he said. "The price was about £1,000 less than what I expected, and I took it."

The SA was put on the last steamer out of England that Fall. Garnett and his wife Cindy excitedly met the boat in Chicago and trailered the car to its new home. He said although the car was in rough shape and rusted through in many spots, it was basically intact, having been through 12 to 20 owners.

The next four years were consumed with all-out restoration. He sent the interior parts back to England for proper refurbishing. Hering Kustoms of Northfield painted the body.

Armed with suicide doors opening backward, and adorned with elaborate wood inlays inside, the SA was designed practically, as well. A flip of a dashboard switch converts the fuel gauge to an oil level gauge. A turn of the handle under the passenger floorboard jacks up the front, rear or all of the car for servicing, known as the "jack-all" feature. A six-cylinder 2382 cc engine powers the auto.

Garnett does not baby his collection. In 1988 he drove the SA to an MG show in Topeka, Kansas, where the car won first prize in the "first-timers" and "distance" categories, the latter given for traveling the farthest. In season, he routinely drives the others as far and as often as he wishes.

"I don't believe in putting the cars on trailers," he said. "That wouldn't do justice to them. They're made to be driven."

A 1966 Austin-Healey 3000 MK III completes the entourage. Garnett said he bought it in Cedar Rapids, Iowa in 1974, admiring its sleek lines and six cylinder 3,000 cc engine - lots of power for a small car. "Also the MK III had roll-up windows, whereas the MGs just have plastic side-curtains," he said. Last Fall, the Garnetts hosted an Austin-Healey show in their yard, attracting about a dozen owners from the Faribault-Northfield area.

Garnett has worked as the physician for St. Olaf and Carlton College since 1979. He and his wife Cindy, have two children, Carrie, 14 and Scott, 12. Cindy teaches elementary school at St. Dominic's in Northfield. She is an equal MG enthusiast.

"We just enjoy seeing the smiles on the kids faces and waving to them," said Garnett.

This article originally appeared in the March 26, 1990 edition of The Faribault Daily News. Reprinted with permission.

Thanks to Ed Wassell of Faribault for obtaining the article and arranging reprint permission..

ON THE MARKET

FOR SALE: Two MG Midgets: 1971 with new top and wire wheels. Runs good but may need some engine work and paint. \$2,300 or best offer. 1973 looks and runs good, needs new top. \$2,900 or best offer. Very little rust on either car. 612-434-3054. Gary. am

FOR SALE: Parts only. 1974 MG Midget. No engine or transmission. All body and other parts are available. Mitch Martin. 612-253-8549 or 507-451-8001. am

FOR SALE: 1972 MGB. Blue. Good running condition. Miles are high 60s. This is a North Dakota car and has no rust. Ron Bertsch. 612-440-5988. am

FOR SALE: 1979 MG Midget. Orange. Good running condition. Miles are in the mid 40s. Two tops: hard top plus soft top. No rust. 612-440-5988. Ron Bertsch. am

WANTED: Midget or Sprite. Body or running car. Will consider anything, but am not interested in spendy concurs-quality Bugeyes. Also, have extensive inventory of parts to sell or trade, ranging from near-junk to very nice. Phil Ethier, 612-224-3105 or 298-5324. ma

AUTOMOBILE MAGAZINE reports a "delightful" 1934 MG PA airline fastback coupe was auctioned in London for \$85,800 on December 4, 1989.

NEW MEMBERS

Steve Jacobs
Minneapolis, MN
BRG 1960 MGA 1600

Mitch Martin
Owatonna, MN
1971 MG Midget

Tom and Marcia Christiansen
Minneapolis, MN

Carl and Carolyn Mitchell
Apple Valley, MN

Steve and Sandra Rixen
Hudson, WI

David and Linda Wing
Edina, MN

ON THE MARKET (Continued)

FOR SALE: 1966 Mustang GT Coupe 289. Repainted original Nightmist Blue 2 years ago, new original style interior. Rust free Southern California car, never hit or abused. Original service records. This Mustang will never be worth anything less than what I'm selling it for! \$5000. It has never seen a snowflake! Show quality. Car is near Denver. Will consider Twin Cities delivery. Owner is going Vintage Racing with Triumph Spitfire and needs the garage space. Call Kirk (303) 350-4291 or (303) 351-8654 or call Phil Ethier in Saint Paul at 612-224-3105 or 298-5324. ma

EVENT HOSTS NEEDED

A variety of 1990 MMGG events do not yet have a host. If you are interested, please contact Mike Funck, 612-881-3223.

OVERHEARD...

...at the parts store recently:

PARTS DEALER: "Here is the part you ordered."

CUSTOMER: "Wow, the original Lucas part!"

PARTS DEALER: "Yeah, but go ahead and use it anyway, it's the only kind I have."

KICK OFF BRUNCH

Our Kick-Off Brunch proved to be an excellent event. The turn out was very good, 44 people attended including 13 who were new to the MMGG thanks to our advertising efforts. Tobys was just super. The food and service were well above average and their prices were quite reasonable. In fact, we liked the place so much that it is now under consideration as the location for our Holiday party in January.

Thanks to all of you who participated.

TREASURY REPORT

Description	Date	Receipts	Expenses	Balance
Balance Forward	12/19/89			\$950.71
Postage & Mailing	12/19/89		\$30.00	\$920.71
Membership Dues (2)	1/19/90	\$40.00		\$960.71
Mailing & Printing	1/19/90		\$80.00	\$880.71
Mailing & Printing	2/17/90		\$25.00	\$855.71
Newsletter Ad	2/25/90	\$10.00		\$865.71
Charge for checks	2/26/90		\$9.00	\$856.71
Checking Acct. Chg.	2/28/90		\$2.04	\$854.67
Membership Dues (11)	3/22/90	\$172.00		\$1,026.67

Treasurer: Alan Kelsey
March 23, 1990

Minnesota MG Group Directory

Events Coordinator: Open.
Treasury: Al and Sharon Kelsey, 484-2262
Newsletter Editor: Mike Funck 881-3223
Newsletter Publication: Jon Carlson 423-1761
Photo Album: Ken and Diane Merrill
Member Data Base: Al Bramer 432-8058
Contributing Editors: Jon Carlson, Phil Ethier;
Jeff Ingebrigton, Roger Karnopp, Pat
Karnopp, Alan Kelsey, Andy Lingwall, Doug
Madson, Ed Wassell.

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.
Includes subscription to the MMGG
Newsletter.

Remit \$20 check payable to:
Alan Kelsey - MMGG
3150 W. Owasso Blvd.
St. Paul, MN 55113
612-484-2262

Newsletter Subscription and Associate Membership

Minnesota MG Group Newsletter subscription
is \$6 per year. This includes Associate Member
status in the MMGG. Remit \$6 to Alan Kelsey
- MMGG

CALENDAR OF EVENTS

AUTOCROSS DRIVER'S SCHOOL: 3M
Center. Sat. April 21. Mark Utecht. 3MSCC.
612-739-2980.

RUBBER DUCKY AUTOCROSS: 3M
Center. Sun. April 22. Mark Utecht. 3MSCC.

MMGG TECH SESSION. Sunday, April 29.

**MMGG MEMBERSHIP RENEWAL DUE
DATE: May 1, 1990**

VINTAGE SPORTS CAR RACING. Sat.,
May 5. Owatonna Airport Test Day. \$20 entry
fee (per driver). 9 am to 3 pm. Contact Jeff
Ingebrigton, 612-425-6874 with any
questions.

MOWOG I/SOLO II AUTOCROSS: Sun. May
6. MN Autosports Club (MAC). N. Hennepin
CC. Randy Williams. 612-448-2655

MMGG/ALL BRITISH CAR PICNIC.
Saturday, May 19. (tentative date).

MOWOG II AUTOCROSS: Sun. June 10.
MAC. Raceway Park. Mark Utecht.
612-739-2980.

MMGG CAR WASH AND WAX. Saturday,
June 16.

HERITAGE DAYS CAR SHOW: Sunday,
June 17, 8 am - 4 pm. Rice County
Fairground, Faribault, MN. There will be a
MG class. Ed Wassell, 507-334-4110. Car
Show registration is \$3 in advance, \$5 at the
show.

AMGBA NATIONAL CONVENTION.
Atlanta, GA. June 21 - 24.

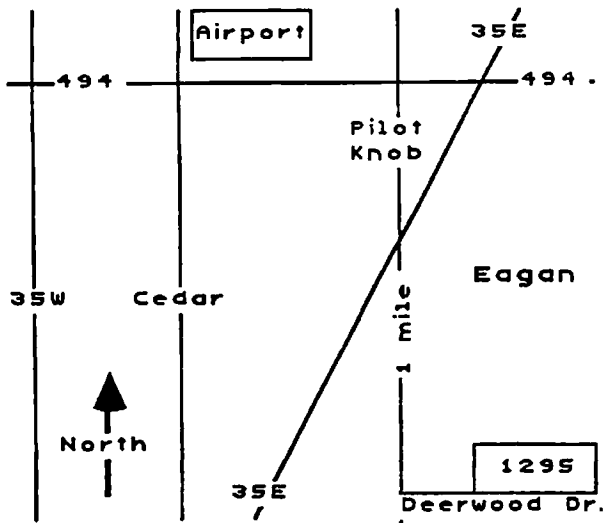
MMGG DRIVE TO ST. CLOUD. Sunday,
July 15. Christophe Cordier to again provide
pizza courtesy of Pizza Hut.

**FINAL DATE FOR MMGG MEMBERSHIP
RENEWAL: August 1, 1990.**

MMGG AUTOCROSS. Aug. 12 at Dakota Co.
Tentative.

UNIVERSITY MOTORS SUMMER PARTY.
AUG. 24 - 26. Possible MMGG Tour to event.

TECH. SESSION LOCATION



Pat and Roger Karnopp
1295 Deerwood Dr.
Eagan, MN
612-454-1379

Sunday, April 29 at 2:00 pm.

VINTAGE SPORTS CAR CLUB TEST DAY Saturday, May 5

The Vintage Sports Car club has invited all MMGG members to run at the VSCR Owatonna Airport Test Day. The circuit is about one mile around with seven turns. You need a helmet, seat belt and \$20 entry fee (per driver). 9 am to 3 pm. Contact Jeff Ingebrigtsen, 612-425-6874 with any questions.

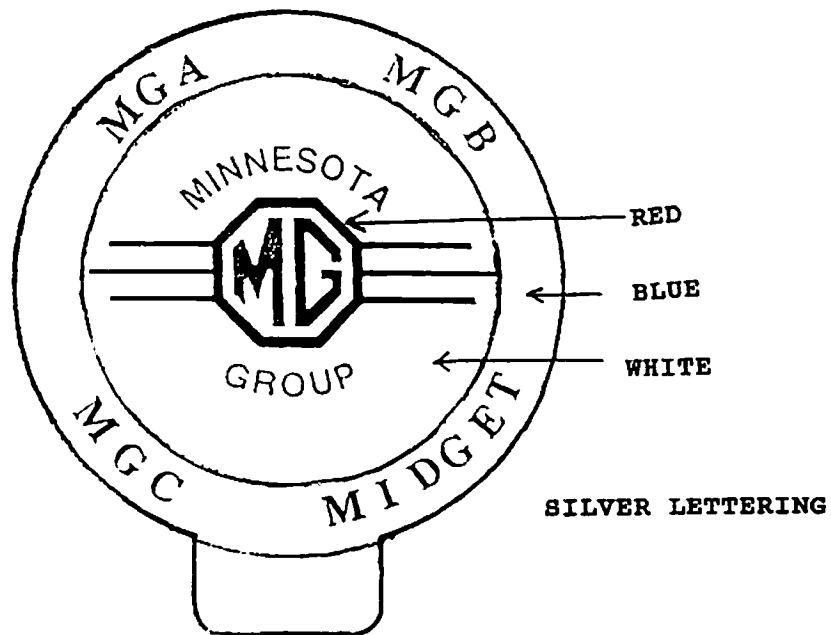
UNIVERSITY MOTORS SUMMER PARTY August 1990

Doug Madson is continuing his search for persons interested in going to the University Motors Summer Party in August. If you are, please contact Doug as soon as possible. He reports that reservations are filling up and we need to get our program going.

Minnesota MG Group Grill Badges

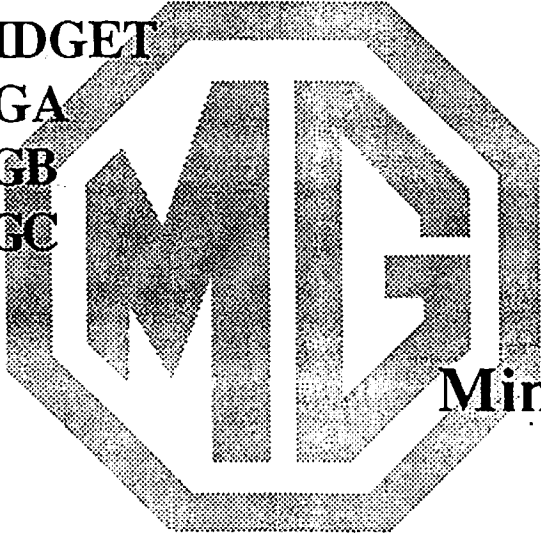
The Club is planning to place an order for 100 MMGG Grill Badges on May 1, 1990 (see sketch). The badges are hard fired enamel in red, white and blue with silver lettering. It will take approximately 12 to 14 weeks to receive the finished badges. We expect the price of the badge to Full Members will be \$8 each and the price to Associate Members and others will be \$12 each. Exact price may vary slightly once we get all of the details worked out.

If you are interested in purchasing a badge (or two) please contact Roger Karnopp at 612-454-1379.



HARD FIRED ENAMEL

MIDGET
MGA
MGB
MGC



Minnesota MG Group April Newsletter

Dave Braun
7188 Lower 170th Dr.
Rosemount, MN 55068

FIRST CLASS MAIL



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