

# Minnesota MG Group

## November/December Newsletter

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### RAMBLING ON

by John Eaton

All MGAs and, I believe, most MGBs have forged crank shafts which of course are much stronger than cast iron cranks as used in most other production cars.

None of that wimpy cast iron in my MGA crank, no sir, a forged crank ought to last a million miles. Imagine my surprise when Randy at the machine shop said "it's cracked in two places, you've got a boat anchor."

So began my MGA engine rebuild. The first order of business was of course to find another crank. 1500 and 1600 cranks are interchangeable, however 1622 and 3 main 1800 cranks won't fit. Moss advertised a limited quantity of reground 1500/1600 cranks with bearings, but... fresh out. I checked the local sources, Verl Wilkins, Jim McCormick, Doug Madson, Mark Brandow, no luck.

Numerous long distance phone calls turned up one way over priced possibility, then finally while paging through Hemmings Parts for sale I came across a 612 phone number advertising the parting out of a MGA 1600. The local phone number turned out to be Rhino Auto Parts. I had never heard of them but they've been in business a couple of years and they specialize in used British auto parts. Rhino did indeed have a 1600 crank. It turned out to be a good one and not a bad deal for a hundred bucks.

With that problem solved it was time to gather up the engine block, connecting rods, flywheel, my new found crank and pay a visit to the machine shop. Prior to this visit I did a little homework, consulted with John Twist and reviewed the machine shops price list for the various machining operations. As I had never rebuilt an engine before, my conversation with

Mr. Twist proved very informative, not to mention somewhat expensive in terms of his insistence on the importance of some machining operations that I had not even considered. Things like:

Align boring the main bearing housings to insure the proper main bearing housing diameter and accurate alignment, not to mention the added benefit of reducing oil leakage past the oil slinger on the crank at the rear main.

Reconditioning or recircling connecting rod big ends which according to Twist wear into an oval condition over time and billions of up and down cycles.

Removing oil gallery plugs to insure thorough cleaning of these otherwise inaccessible oil passages.

Along with the above, I instructed the machine shop to:

- Resurface the top of the block
- Replace the flywheel ring gear
- Bore and hone for .030" over pistons
- Balance crank, pistons, rods, flywheel and clutch cover.

My big mistake was telling the machine shop that I was not in a real rush. 2-1/2 months later, I finally collected my not so freshly machined block and components. Next time I'll tell them it's life or death if it isn't done in two weeks!

With everything back home including a reground cam, new lifters, and a reconditioned cylinder head using new guides and valves I was almost ready to begin the reassembly. But first it was time to thoroughly clean the block. Even though the block had been hot tanked and power washed at the machine shop, a thorough soap and hot water scrub down is essential to insure all machining swarf, casting sand or whatever

else may scratch a bearing is removed. Mr Gasket sells an engine brush set that is especially useful for cleaning oil passages.

Reassembly itself is the fun part and really not all that difficult. Just do everything the shop manual suggests, keep the torque wrench handy and make sure everything is surgically clean. Replace certain items as a matter of course such as oil pump or inner and outer rotors if the pump body is in good shape, timing chain and tensioner and anything else that looks less than perfect. Check and double check tolerances and when the time comes to hit the starter your hard work should be rewarded with the satisfying sound of an MG motor come to life once again.

Of course, in my case, that's not quite how it happened. Somehow I managed to install the distributor drive gear 180° out. But when I corrected that problem, the familiar old MG music was back.

*Octagonally Yours, John Eaton.*

## THANKS!

1990 has been a splendid year for the Minnesota MG Group. We had a lot of enjoyable outings and saw the membership of the club grow substantially. As with any organization like ours, there are a few folks whose extra contributions helped to make it all worthwhile for the rest of us. Next time you see them, don't forget to say thanks!

*Elmo and Darlene Amundson* - Member news.

*Lori and Neil Behnke* - Lake MGB Club event hosts, member news.

*Al Bramer* - Mailing list maintenance, Indian Summer Rendezvous host.

*Jon and Sherrill Carlson* - Indian Summer Rendezvous hosts, monthly newsletter printing and mailing.

*Paul Collins* - Newsletter article.

*Dale Cook* - Newsletter articles.

*Christophe and Karen Cordier* - Pizza providers

at the St. Cloud picnic.

*John Eaton* - Newsletter articles.

*Brian Erickson* - Autocross event host.

*Phil Ethier* - Kick Off Brunch planning, newsletter articles, local autocross liaison, Autocross event host.

*Scott Fisher* - Newsletter articles.

*William and Sandy Franck* - Member news.

*Aron Guy* - Newsletter article.

*Jeff Ingebrigston* - Newsletter articles.

*Jaguar Club of Minnesota* - For the great annual picnic.

*Roger and Pat Karnopp* - Technical session hosts, club grill badge program.

*Alan and Sharon Kelsey* - Business meeting hosts, technical session hosts, MMGG club treasurers.

*Jim Lymburn* - Newsletter article.

*Doug and Mary Madson* - St. Cloud Drive and Picnic hosts, newsletter articles.

*Jeff and Margo Marko* - Wash and Wax event hosts.

*Ken and Diane Merrill* - Club photo album, business meeting hosts, newsletter article, club shirts and caps program.

*Michael Mitchell* - Member news.

*Glen and Gwen Nickleski* - Member news.

*Michael and Robin Pasek* - Member news.

*Ed Solstad* - Our contact at the Alfa Romeo club. Thanks for inviting us to join in their events.

*Jerry and Susan Sood* - Member news.

*Tim Thomas* - Club events coordinator, newsletter articles, Wings and Wheels event host.

John Twist and Caroline Robinson - Member news.

Ed Wassell - Newsletter article, Faribault Heritage Days event host.

Have I missed anyone? I hope not. Even if your name does not appear here, you did contribute - with your membership and by attending club events. Thanks for a great 1990 to you all!

Mike Funck

## CALENDAR OF EVENTS

### D E C E M B E R

29. MMGG Newsletter submissions due to the editor for January publication.

### J A N U A R Y

19. MMGG Holiday Party. Toby's on the Lake.

### F E B R U A R Y

8 - 10. University Motors MG T Series Technical Seminar.

11 - 12. University Motors Speed Week Graduate Course.

15 - 17. University Motors MGA and Early MGB Technical Seminar.

18 - 19. University Motors Tune Up Graduate Course.

22 - 24. University Motors MGB 1968 -> Technical Seminar.

25 - 26. University Motors Drive Line Graduate Course.

*Official MMGG events are listed in bold type.*

## MINNESOTA MG GROUP DIRECTORY

Technical Editor: John Eaton 891-1897  
Events Coordinator: Tim Thomas 729-7125  
Treasury: Al and Sharon Kelsey 891-3452  
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: Alan Kelsey

### Newsletter Contributions and Ads

Contact: Mike Funck  
9517 Portland Ave. S.  
Bloomington, MN 55420  
PHONE: 612-881-3223  
FAX: 612-893-8102  
MODEM: Call for access.

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

Membership dues are \$20 per member/family. Includes subscription to the MMGG Newsletter.

Remit \$20 check payable to:  
Alan Kelsey - MMGG  
15942 Harmony Way Court  
Apple Valley, MN 55337  
612-891-3452

Associate Membership: Newsletter subscription only.  
Remit \$6 to Alan Kelsey - MMGG

*Unless otherwise noted, opinions expressed in the MMGG Newsletter are those of the authors and do not reflect official opinions or policies of the Minnesota MG Group.*

# MEMBERSHIP UPDATE

Michael and Eileen Burns  
Lakeville, MN

Thomas and Marylou Good  
West St. Paul, MN

Larry and Barbara Henle  
Marshall, MN

Roger and Jean Johnson  
Eden Prairie, MN

Dennis and Darleen Kalow  
Cannon Falls, MN

Scott Notebaart  
North St. Paul, MN

Jim Young  
Burnsville, MN

## ON THE MARKET

MG Service (line-bench); Restoration; Parts (new-used-rebuilt); Events year round; Technical Support; Exclusively for the MG; Since 1975, with John Twist, Caroline Robinson, and a staff of 12 enthusiasts offering simply a higher degree of service, we are: University Motors Ltd, 614 Eastern Avenue SE, Grand Rapids, MI 49503. Phone 616-245-2141, Fax 616-245-MGMG (6464) ndj

**MG TECHNICAL SEMINAR:** Earn your "MGineering" degree from University Motors Ltd. A three day, hands on, intensive, totally MG, technical weekend. Limited to 25 enthusiasts for each seminar. 8th in a series.

8 - 10 February for T Series

15 - 17 February for MGA and Early MGB

22 - 24 February for MGBs '68 and newer

Grad courses also. Registration \$125, includes banquet. Details: John H. Twist, University Motors Ltd. 614 Eastern Ave., S.E. Grand Rapids, MI 49503 616-245-2141. ndj

**FOR SALE:** 78 MGB. Bright orange, wire wheels, new Michelins, new top, new stainless exhaust, no rust anywhere, no bondo, never wrecked. \$3500 firm.

Jim Young. 612-435-6851. on

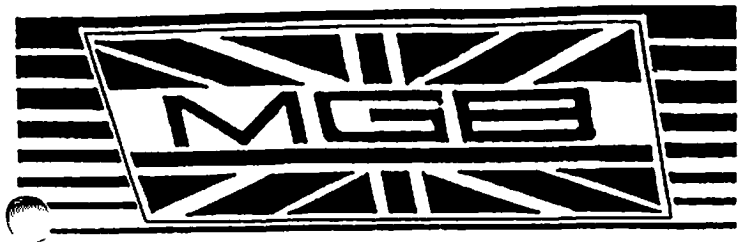
**WINTER PROJECT:** Looking for someone with experience to restore my beloved Toodles, a 1962 MGB. Brother-in-law "began" process by ripping out interior, then abandoned project! Interested, talented and understanding parties please contact Penny Parrish, 612-966-9999, X260 days or 612-835-0582. on

**FOR SALE: MMGG GRILL BADGES.** May be purchased at club events for \$9 or mail order from Roger Karnopp for \$11. Send check to Roger at 1295 Deerwood Dr., Eagan, MN 55122.

## TREASURY REPORT

Description	Date	Receipts	Expenses	Balance
Balance Forward	9/7/90			\$1298.02
Color Weave	9/17/90		\$610.00	\$688.02
Checking Acct. Chg.	9/26/90		\$1.42	\$686.60
Printing Costs	9/30/90		\$70.00	\$616.60
Hats, etc.	9/28/90	\$225.00		\$841.60
Membership Dues (8)	10/27/90	\$160.00		\$1001.60
Meeting Expenses	10/27/90		\$10.00	\$991.60
Checking Acct. Chg.	10/31/90		\$0.00	\$991.60

Treasurer: Alan Kelsey  
October 31, 1990



North American MGB Register  
P. O. Box MGB, Akin, IL 62805

## PRESS RELEASE!

October 22, 1990

### The North American MGB Register is Formed

The date of this release is of special significance! It is ten years to the day since the M. G. Car Company's factory closed in Abingdon on Thames, England, and the last M. G. sports car rolled off the line. During the course of over 50 years of MG production, none was more popular or better loved than the MGB, Britain's best-selling sports car. Over half a million MGBs were produced from 1962 to 1980—in fact, over 45% of all MGs made were MGBs!

Ten years after the factory closure there are still large numbers of MGBs delighting their owners. DMV reports show over 133,000 MGBs still active in North America. Consequently there has been a requirement, indeed, a demand for a strong, responsive and supportive organization to cater for today's needs of the MGB driver on the North American Continent. Therefore, today on the tenth anniversary of the closure of the MG factory, we are proud to announce the formation of:

The North American MGB Register—A new vibrant organization sanctioned and supported by the original MG CAR CLUB founded in 1930, with factory approval, a register which is destined to serve the modern MGB owner in all aspects of their ownership, and which will be the official MGB register for the United States and Canada. Members of the register will receive the International MG CAR CLUB award winning color magazine, *Safety Fast* every month, plus the NORTH AMERICAN MGB REGISTER'S very own publication, *The MGB Driver* which will be issued six times per year.

*The MGB Driver* will contain feature articles by acknowledged MGB authorities, such as John Twist, Peter Beadle, Rick Hockney, George Butler and many others. It will cover all aspects of MGB ownership including technical information, meeting reports, "how to" articles and historical coverage, plus much more! Drawing on the vast experience of the parent Club in England, it is envisaged that a healthy membership roster will be quickly established to join the 4,000 members of the MGB Register in the U. K.

Briefly, the aims of the NORTH AMERICAN MGB REGISTER will be to:

1. Maintain and expand interest in Britain's most popular sports car—the MGB.
2. Provide a social charter for the mutual enjoyment of driving the MGB by holding local and national meetings and effecting an interchange of contact between members across the USA and overseas.
3. To provide through *The MGB Driver*: informative technical advice, historical and archival information on all aspects of owning an MGB. The first issue is scheduled for publication in January 1991.

These benefits and the foundation charter will be announced following the inaugural business meeting of the NORTH AMERICAN MGB REGISTER, to be held on December 1st & 2nd in Grand Rapids, Michigan. All interested parties are cordially invited to attend the meeting, which will be chaired by John. H. Twist, Jerome Rosenberger and Ken Smith.

For further details regarding the meeting or the NORTH AMERICAN MGB REGISTER, you are invited to contact:  
North American MGB Register,

P. O. Box. MGB

Akin, IL 62805

Telephone (618) 627-2292 after 6.00 p.m. Central Time or FAX (618) 438-2371

Safety Fast.

Jerome Rosenberger,  
Acting Secretary, NAMGBR of MG Car Club





# UNIVERSITY MOTORS LTD

614 Eastern Avenue, S.E.  
Grand Rapids, Michigan 49503  
Phone (616) 245-2141

*Parts & Service Exclusively for the MG*

7th November 1990

Dear Fellow Enthusiast!

I invite you to attend the inaugural business meeting of the NORTH AMERICAN MGB REGISTER on December 1st & 2nd in Grand Rapids.

The NORTH AMERICAN MGB REGISTER is sanctioned and supported by the MG Car Club of England. It intends to be a vibrant, aggressive exponent of MGB ownership. The MGB REGISTER promotes frequent use of the MGB, hence the new, bi-monthly publication "The MGB Driver."

We intend to form the structure of the MGB REGISTER at this meeting, to work out logistics of membership, finance, and program, and to select and empower an initial Board of Directors. We critically need your ideas, your thoughts, your suggestions -- AND, most importantly, your participation!

The meeting will be held at University Motors on Saturday, December 1st, from 9am until 5pm. We will continue into Sunday if necessary. Saturday night we will dine together to celebrate the introduction of the NORTH AMERICAN MGB REGISTER.

Already planning to attend are: Ken and Barby Smith, Santa Barbara, CA; Jerome and Edna Rosenberger, Akin, IL; John Twist and Caroline Robinson, Grand Rapids; Ron Embling, "MG Magazine" of Otego, NY; Phil Richer, Overseas Coordinator, MG Car Club, England; Jeff and Sharon Powell, Melrose Park, IL; Gregg Purvis, MGB/GT Special Registry, Holland, MI...

Lodging in Grand Rapids: Hilton Hotel, 28th & Patterson, 616 957 0100, about \$70/night; or Exel Inn, same location, 616 957 3000, about \$35/night.

Will you attend? Please contact either John or Caroline at University Motors, or Jerome or Edna Rosenberger (618) 627 2292.

We need you and the support of your club to help us lay the groundwork for the NORTH AMERICAN MGB REGISTER!! Please consider attending!!

SAFETY FAST!

  
John H Twist

Technical Representative, NAMGBR

## UNIVERSITY MOTORS LTD 1991 TECHNICAL SEMINARS

You are invited to participate in an engrossing weekend of MG technical discussion and learning. This is our eighth technical seminar in as many years, and we are eager to share with you some of the fine points of MG mechanix. During the three day seminar you will: exchange information with other MG owners; view several factory training and sales films; learn from John Twist, Caroline Robinson, and the experienced staff at University Motors; ++plus+ you will have hands-on experience with carburettors, distributors -- and many components of the MG.

Friday, Saturday, and Sunday you will discuss and participate in: Workshop Safety; the University Motors Test Drive; the Complete Lubrication (including brakes, front and rear suspension), the Complete Tune-up (including engine, ignition, carburetion, evaporative loss, and pollution equipment systems); a working discussion of generators / regulators, alternators, batteries, and the common faults common to the MG electrix. One highlight of the three days are the "Toolbox Tips" in which all sorts of tricks of the trade are discussed. AND!! you will watch the "Fastest U-joint in the World" demonstration -- can John Twist better his record of 4 1/2 minutes?

Friday and Saturday evenings we'll dine together at a local restaurant while discussing: models and variations; serial number sequences; changes throughout production; paints and paint coding; weights and measures; taps/dies and thread forms; sales literature; factory workshop manuals, parts manuals, drivers' handbooks; the various non-factory MG publications; clubs; magazines; events; and restoration sequences.

The entire weekend is designed to give you a better grasp of the technical considerations of the MG sportscar and instill a sense of confidence while emphasizing cleanliness and consistency. At the conclusion of the seminar (Sunday afternoon), each participant will be awarded his degree in "MGineering!"

This is a low key, comfortable, thoroughly octagonal weekend which you are certain to enjoy. You will receive the 1991 Technical Booklet from University Motors as a part of your registration; you will meet many varied and interesting enthusiasts from throughout the USA.

Class size is restricted to 25 enthusiasts for each seminar. Don't delay! Plan your winter MG schedule NOW!

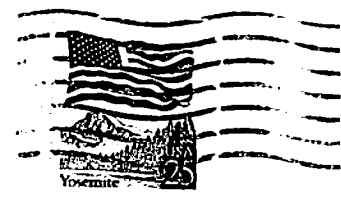
### GRADUATE COURSES

Back by popular demand, we will present three "graduate seminars" this season. In the "Tune-up" course, you will bring your carburettors and distributor and rebuild them under the careful eye of Jim Eppinga and John Twist. In the "Drive-line" course, you can bring your gearbox or overdrive for a rebuild; or you can participate in the disassembly and rebuilding of an MGB engine. For the first time we will offer "SPEED WEEK" to discuss and inspect the critical features of vintage racing -- brakes, suspension, and engines. Class size is limited to ten enthusiasts for the Tune-up and Speed Week, only five enthusiasts for the gearbox, and five for the engine rebuild. You need not have attended a previous Technical Seminar, but it would be helpful!





Minnesota MG Group  
Michael Funck  
9517 Portland Ave. S.  
Bloomington, MN 55420



**FIRST CLASS MAIL**

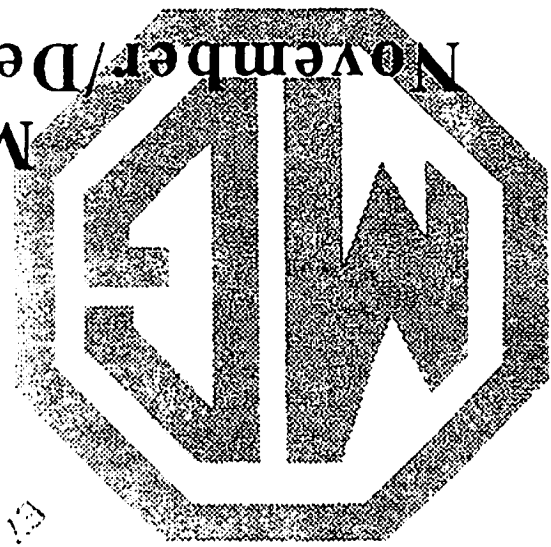
Randy M. Byboth  
2547 East Second Avenue  
North St. Paul, MN 55109

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MIDGET

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Minnesota MG Group  
November/December Newsletter



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