Minnesota MG Group Gazette

The official Monthly Newsletter of the Minnesota MG Group *July 1993* *Local Chapter of the North American MGB Register*

F.F.F.

Food, Fun, & Friends

Dave Stovall

Look, you're a unique person, you own a piece of history, one that may never be produced again. Sure, I know what you're thinking, what about the "new" MG? It's not the same, look for Dave Destler's article about it in this issue. I'm talking about the MG YOU own. Whether it's a concours winner or a rusty, dented, "daily driver," no matter what shape it's in, I urge you, to take it out of hiding from the deep dark recesses of your garage, now that the weather is finally decent, and drive it, and enjoy it. Do you remember where it is? Sure, the kids have their bikes leaning against it, I've got dry cleaning hanging on the outside rear view mirror on one, and my wife uses the luggage rack on the other to dry sweaters, she tells me it works really well.

Vicki asked me the other day where I found green shag carpeting for the Midget, I told her I didn't get new carpet, and if I did, it wouldn't be green shag, so I went down to the garage to investigate. I don't vacuum my car as often as I should, so there's always some dirt on the mats. Well with all the moisture we've had lately, I had the start of a nice lawn growing on the front mats. Anyone know how to stain grass Autumn Leaf? And where I can find a teeny lawn mower?

But I digress, no one can blame you for stashing your car away, with the MMS we've been in lately. (MMS-Minnesota Monsoon Season). But I think it's finally over, as I write this it's beautiful outside, why am I inside?

Dig your car out of hiding, and join us **Sunday July 18th** for an event I've been looking forward to for over a year.

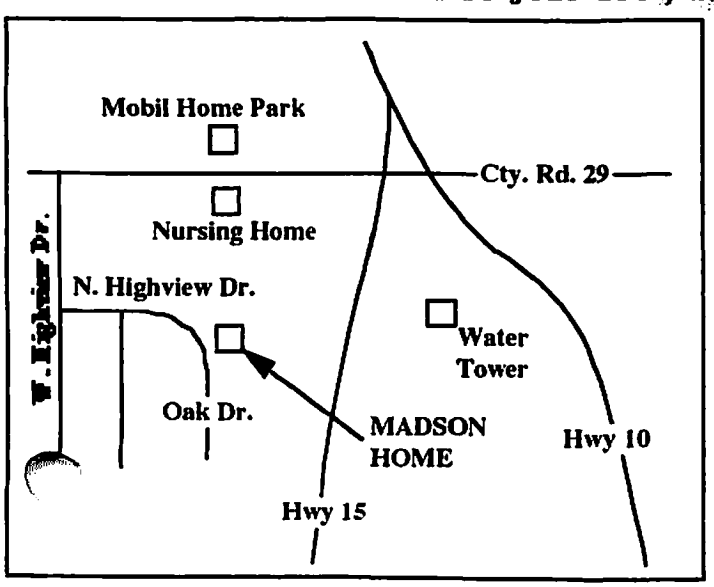
Doug & Mary Madson, and Christophe & Karen Cordier are hosting a day full of **FOOD, FU & FRIENDS** at Doug and Mary's home in Sauk Rapids. We will have a tech session, discussing the installation of cruise control in your MG. (Anyone else have a permanent dent in their right knee from resting it on the center console while driving?) Doug just put cruise control in his "B" and LOVES IT! There will also be a "LeMans" parts contest, and something Doug,Mary, Christophe & Karen call a " Mystery Rally."And some other surprises, you'll have to be there to enjoy them.

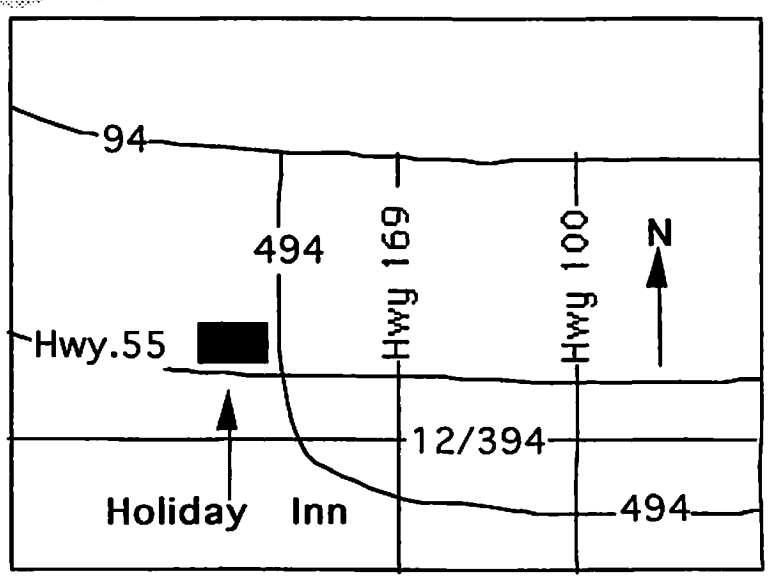
We will meet in the parking lot of the Holiday Inn in Plymouth, **SUNDAY JULY 18TH** at the Northwest corner of Hwy. 494 and Hwy. 55 interchange at **9:30 AM.**

At **10:00AM**, we'll head out on Highway 55 to Annandale, where we'll meet Doug and Mary, who will guide us the rest of the way to their place in Sauk Rapids, along some scenic paved, back roads.

I URGE YOU to help us make this the largest turnout EVER by the Minnesota MG Group!

R.S.V.P. TO DAVE STOVALL BY JULY 15th, 1993. AT(612) 894-4203 Home (612) 645-5726 Work





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MEMBERSHIP APPLICATION & RENEWAL
Membership dues are $20 per member/family per year. Includes 1 year subscription to the MMGG Newsletter.
Remit $20 check payable to:
Alan Kelsey - MMGG
15942 Harmony Way Court
Apple Valley, MN 55124
(612) 891-3452

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

Motoring Goodies

A new shop has opened in Bob Figenskau's garage. He is planning to undertake preparation or restoration work on classic motorcars, specializing in MG's. He will also be dealing in automobile and petroleum memorabilia - buying - selling - and trading.

Bob has been on the sports car scene for many years and is well known for his award winning MG's. If you are looking for a good value and want an award winning vehicle restored for concours, or your classic prepared YOUR way, call **Motoring Goodies** today at (612) 935-7909. Bob will work at his place in Minnetonka, or at yours

Around The Bend

Upcoming events from other car clubs

All MMGG hosted events are shown in **Bold***type. Please check with the host as scheduling changes do occur.*

July 9 -11th. Old Car Show and Swap Meet, Iola, WI (715) 445-4000.

July 10th. - GRRR! Rally (GNHRC + Moderns) If you're waiting for a nice easy laidback event with a picnic at the end, wait no more. Put the GRRR! on your calendar and be there no more excuses! Departure will be from Maplewood Mall on White Bear Avenue, North of Hwy 36. Call Pat Stanley of the Alpha Club for details @ (612) 822-0569.(SDN)

July 18th. - Sauk Rapids Picnic, hosted by Doug and Mary Madson, & Christophe & Karen Cordier. See front page.

July 18th. - Concours d'Elegance, sponsored by the Land of Lakes Chapter of the Milestone Car Society, on the lawn at Lake Nokomis. Same day as Milk Carton Boat Race. Admission is $3.00. From 9:30 AM - 4:00 PM. For info call David Levine (612) 377-1236.

July 24th. - Minnesota Triumphs New Ulm Tour & Picnic. Tour historic Fort Ridgly, view the infamous Gluckenspiel and other local points of interest. Theresa Morris (612) 464-1987.

July 24th. - Lost in Wallyland Rally. Great Northern Historic Championship Series. John Emmons of SCCA (608) 534-6839. This year the Wallyland--held in the LaCrosse, WI area, has been added to the Great Northern Historic series and will use all paved roads. Call Ed Solsted of the Alpha Club for details 822-0569

August 15th. - A dozen or so of us will be driving East to University Motors homeland of John Twist, the "Guru of MGs," for a fun filled weekend at their 17th. Annual Summer Party. Contact Al or Sharon Kelsey at (612) 891-3452 for more details and to join us! Also on August 15th, for those of you who can't make it to Michigan, Jim & Joleen Lymburn and Mike & Pam Funck will be hosting a tour of the Flying Cloud Airport Museum.

Please Note:

It takes 4,000 bolts to hold the components of this vehicle together..and only one nut to spread them all over the road!

Fabrizi Parts House

Owned by Mr. Rino Fabrizi, a man whose passion is British cars, new & used parts, regalia, and hi-performance parts for British cars. Here are Rino's specials for July.

MGC Payne head gasket set	$20.00
Midget head gasket set	$10.00
MG leather key fob	$ 3.00
MGB Radiator fan guard	$15.00
MGA/B valve cover gasket	$1.50
Addco MGB frt. sway bar 3/4"w/links	$100.
V-8 Bushings fits MGA/B	$3.00
Air intake grille, MGB	$20.00
Chrome bullet mirrors	$25.00
Lucas type single pod wing mirrors	$8.00
MGB comp.door panel kit(England)	$135.00
7" Halogen headlights (lifetime warr.	$14.00
U-Joints, most British cars	$10.00
Waxolyn starter kit refillable 2.5 litre	$40.00
Alloy valve cover for MGA/B	$55.00
Alloy valve cover, Sprite/Midget	$48.00
MG -TD/F 100% nylon carpets	$95.00
Early MGB grille	$85.00
Late MGB grille	$85.00
Early MGA grille	$88.00
Late MGA grille	$88.00
MG-TD radiator shell	$330.00
MGA front bumpers	$62.00
MGA rear bumper	$60.00
MGA overriders	$14.00
MG-TD/F overriders	$14.00
MG-TD/F bumpers, frt. & rear	$55.00
MG-TD/F fender lamps	$20.00
MGA vent grilles	$20.00
MG bumper stickers	$0.75
USED PARTS SPECIALS	
MG-TD/TF Rear tire carrier	$60.00
MG-TC/D tappet insp. plate	$25.00
Assorted MGB radiators	$50.00
MG-TD/F crank	$150.00
MGB front fenders	$75.00
MGA door	$75.00
Reground MG-TD/C camshaft	$60.00

FABRIZI PARTS HOUSE

7402 Spring Meadow Lane
Garland, Texas 75044
Phone (214) 414-6704
FAX (214) 414-6205

Please call, fax, or write for our FREE 40+ page catalog, the above ad represents only a fraction of the new, used and high performance parts we carry in stock.

MINNESOTA MG GROUP 1993 MEMBER APPLICATION / REWEWAL

NAME	SPOUSE	
HOME PHONE	WORK PHONE	
ADDRESS		
CITY	STATE	ZIP

ANNUAL MEMBERSHIP IS JUST $20.00

CAR 1	YEAR	COLOR
CAR 2	YEAR	COLOR
CAR 3	YEAR	COLOR

Make Check Payable To:

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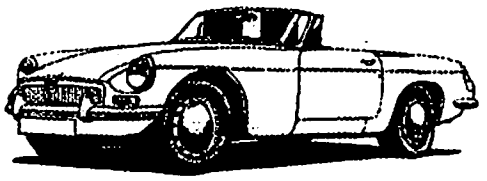
Mail Check To:

Alan Kelsey
15942 Harmony Way Court
Apple Valley MN 55124



Click & Clack

By Tom & Ray Magliozzi - King Features Syndicate.

The following ad was in the paper a few weeks back. most of you probably saw it, but I thought I'd share it with you. -ed.

REGALIA

MMGG GRILLE BADGES - Let others know you belong to the BEST car club around, by showing your MMGG colors! Badges may be purchased at club events for $9.00 or by mail from Roger Karnopp for $11.00. Send check to Roger at 1295 Deerwood Drive, Eagan MN 55123.

If you couldn't make it to the May Drive and Picnic, you didn't get a catalog of new Regalia offered by "Initially Yours Monogramming", Tom & Roberta Tengerdy will send you one just call them at 473-7147. The catalog features everything from hats to purses, to jackets, all with the MMGG logo. They can also do any type of monogramming on just about anything textile, seat covers, car covers, leather, give them a call today.

C coasters, caps, and shirts are available all MMGG hosted events. Cups are $5, coasters $2.50, golf shirts in red, white or blue $13.00. Help support YOUR CLUB with a regalia purchase at our next event.

Q: I'm ready to purchase my first automobile this summer, and I have my heart set on a an old British sports car. I'd like either a MG or Triumph Spitfire. However, my parents aren't exactly thrilled because they feel old sports cars need too many repairs and are unsafe. I just want to drive to and from work, but I do want to know if cars like MG's and Triumphs are just a hassle.

Ray: A car like that is not just a hassle - it's a complete and utter hassle, as well as a money pit, a death trap, and source of continual and painful frustration.

Tom: But you should definitely get one. They're wonderful cars!

Ray: In their favor, they are among the safest cars you can buy. They're always sitting in the driveway with the hood up, and you can't get much safer than that. And the busses you'll be taking instead, do very well in the crash tests.

Tom: Don't listen to my brother. He has no sense of the romantic. He doesn't remember what it's like to cruise down the road, the roar of the engine in your ears, the sun on your face, and the wind tangling knots in your hair.

Ray: Very funny. I do remember what it's like to have hair for the wind to tangle. But when you painted this scene, you neglected to mention the smell of burning oil wafting up your nostrils, and your AAA card clutched fearfully in your sweaty palm.

Tom: Oh, picky, picky. I've owned both of these cars, and everything my brother says is true. But despite that, I have nothing but wonderful memories of them. Go for it. Do it while you are young. You may never have the chance to do anything this stupid again!

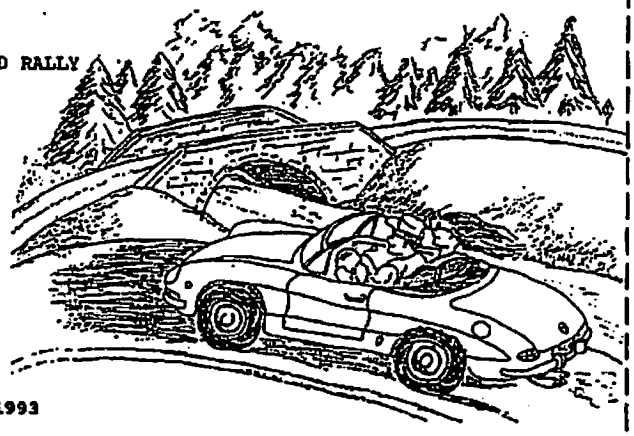
Sure you will, just wait till your Midlife crisis comes along and you can't afford a Porsche, but TWO MG's -ed.

GRRR '93

THE GREAT RIVER ROAD RALLY

PICNIC ITALIANO

GREAT NORTHERN 1993 HISTORIC RALLYE CHAMPIONSHIP



SATURDAY, JULY 10, 1993

TOUR STYLE TSD RALLY WITH SCAVENGER HUNT OVERTONES
ALL PAVED ROADS (80 MILES) --- GOOD RALLY FOR NOVICES

MEET AT: MAPLEWOOD MALL (WHITE BEAR AVE. N. OF HWY 36) --
LYDIA ST. ENTRANCE BEHIND TCF
REGISTRATION TIME: 11:30 TO 12:45. RALLYMASTERS: PAT STANLEY
FIRST CAR OUT: 1:01 LIZ STADTHER
FOR INFO: 612-822-0569
(PAT)

COST: $15.00/CAR FOR RALLY
$5.00/PERSON FOR PICNIC

THE GRRR IS PART OF CARS

CLASSES: C, D, HC, HD

SPONSORED BY: ALFA ROMEO OWNERS CLUB - STELLA DEL NORD CHAP.

GRRR '93 PRE-REGISTRATION FORM

	DRIVER	NAVIGATOR
NAME		
ADDRESS		
CITY/ST/ZIP		

RALLY: $15/CAR - $15.00 CAR: YEAR MAKE

PICNIC: $5/PERSON - MODEL

CLASS: G.N. NUM.

TOTAL: $

MAKE CHECKS PAYABLE TO ALFA ROMEO OWNERS CLUB. MAIL TO AROC,
1848 ROLLING GREEN CURVE, MENDOTA HEIGHTS, MN 55118

RALLY AND MORE

ED SOLSTAD Stella Del Nord, Alpha Romeo Owners Club

The above announcement is for an event I'm sure your club members would enjoy. This rally is a timed event over scenic roads, and will also get participants out of their cars in some interesting sights. Thus it resembles a scavenger hunt. Yes, it's a competition, but the emphasis is on having FUN. Afterwards, we'll have a picnic at the home of one of our members--emphasis on Italian food. And of course lots of car talk.

It's become an annual event which people really enjoy. If you have any questions please call me, Ed Solstad, at (612) 822-0569.

From the editor-

The Minnesota MG Group has been negligent in listing GNHR events in our newsletter Ed, a mistake that stops now. Hey members, this looks like a blast, care to join me? I don't know the first thing about rallying, so what better excuse to find out what it's all about? You've heard of beginners luck, right?, C'mon, the MG contingent at these rallies has been nill, let's change that now!

If my MG's aren't running, as they are known to do, once in a great while, can I bring my wife's van Ed?

Don't miss the 1993 MMGC Summer Picnic Hosted by Doug & Mary Madson and Christophe & Karen Cordier JULY 18th!

see front page for details

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RALLYE SCHOOL AHEAD

Barry Berg

In order to provide more enjoyment for your dollar, we will be combining TWO events into one. The July event, the Sauk Rapids Picnic, hosted by Doug & Mary Madson and Christophe & Karen Cordier, will conclude with an optional rallye school.

What is a rallye, and why are you spelling it with that crazy British spelling? A rally is a gathering of people for some dull (read political) purpose.

A rallye is a gathering of people and their cars for the purpose of FUN. At least it usually is fun, but I have been glad, sad, mad, bad, and many occasions, been had rallying. All in all, it has been fun.

It can be as light hearted and fun, or as serious and competitive as you wish to make it. It really depends on your disposition. Still that doesn't answer the question of what is a rallye? There are many kinds of rallyes, limited only by the perverseness of the event creator, known as a Rallye Master (Rallye Monster, to some). Generally, there are three types. PRO, TSD, and gimmick rallyes. The PRO in PRO rallye stands for Performance, and is more like a race. This is not a sport for the basic beginner, or if you are worried about bending sheet metal. If you would like to observe this rallye closely, the SCCA Ojibaway National Rallye will run in August this year, and they can always use workers.

TSD and Gimmick types can be divided in Trap and Non-Trap events. These two rallyes consist of a route to follow, that is not divulged to the participants. Part of the challenge is the route following component. A Trap rallye is designed to make the route following very challenging. *(That is a nice way to say getting lost may be somewhat easy.)* A non-trap rallye means that the Rallye Master did not intentionally devise means to get you lost. *(Rallyists, however are an inventive lot, and find inventive ways to do this without the help of the Rallye Master).*

A gimmick rallye is kind of a game, and generally meant to be fun. Sometimes, it's a challenge between the Rallye Master *(I'll use RM from now on)*, and the competitors. Examples, are Photo Rallyes, Poker Rallyes, Hare 'N Hound Rallyes, and the like.

The TSD Rallye is the bread and butter staple of the sport. TSD stands for Time, Speed, and Distance. The RM lays out a route usually in the 80-200 mile range. The RM will try to select roads that are not heavily traveled, and away from populated areas. The route is then measured to the nearest 0.01 miles. *Yes, that is one one-hundredth of a mile (i.e. 52.8 feet!)*

At various points along the route, the RM will establish a control or checkpoint. Along the route the RM will establish an AVERAGE SPEED for the competitors to maintain which is usually 5-10% below the posted speed li The route between the control is called a leg.

M.P.H	MIN./MILE	MI./MIN.
1	60.00000	0.01667
2	30.00000	0.03333
3	20.00000	0.05000
4	15.00000	0.06667
5	12.00000	0.08333
6	10.00000	0.10000
7	8.57143	0.11667
8	7.50000	0.13333
9	6.66667	0.15000
10	6.00000	0.16667
11	5.45455	0.18333
12	5.00000	0.20000
13	4.61538	0.21667
14	4.28571	0.23333
15	4.00000	0.25000
16	3.75000	0.26667
17	3.52941	0.28333
18	3.33333	0.30000
19	3.15789	0.31667
20	3.00000	0.33333
21	2.85714	0.35000
22	2.72727	0.36667
23	2.6087	0.38333
24	2.50000	0.40000
25	2.40000	0.41667
26	2.30769	0.43333
27	2.22222	0.45000
28	2.14286	0.46667
29	2.06897	0.48333
30	2.00000	0.50000
31	1.93548	0.51667
32	1.87500	0.53333
33	1.81818	0.55000
34	1.76471	0.56667
35	1.71429	0.58333
36	1.66667	0.60000

M.P.H	MIN./MILE	MI./MIN.
37	1.62162	0.61667
38	1.57896	0.63333
39	1.53846	0.65000
40	1.50000	0.66667
41	1.46341	0.68333
42	1.42857	0.70000
43	1.39535	0.71667
44	1.36364	0.73333
45	1.33333	0.75000
46	1.30435	0.76667
47	1.27660	0.78333
48	1.25000	0.80000
49	1.22449	0.81667
50	1.20000	0.83333
51	1.17647	0.85000
52	1.15385	0.86667
53	1.13208	0.88333
54	1.11111	0.90000
55	1.09091	0.91667
56	1.07143	0.93333
57	1.05263	0.95000
58	1.03448	0.96667
59	1.01695	0.98333
60	1.00000	1.00000
61	0.98361	1.01667
62	0.96774	1.03333
63	0.95238	1.05000
64	0.9375	1.06667
65	0.92308	1.08333
66	0.90909	1.10000
67	0.89552	1.11667
68	0.88235	1.1333
69	0.86957	1.15000
70	0.85714	1.16667
71	0.84507	1.18333
72	0.83333	1.20000

M.P.H.	MIN/MILE	MI./MIN.
73	0.82192	1.21667
74	0.81081	1.23333
75	0.80000	1.25000
76	0.78947	1.26667
77	0.77922	1.28333
78	0.76923	1.30000
79	0.75949	1.31667
80	0.75000	1.33333
81	0.74074	1.35000
82	0.73171	1.36667
83	0.72289	1.38333
84	0.71429	1.40000
85	0.70588	1.41667
86	0.69767	1.43333
87	0.68966	1.45000
88	0.68182	1.46667
89	0.67416	1.48333
90	0.66667	1.50000
91	0.65934	1.51667
92	0.65217	1.53333
93	0.64516	1.55000
94	0.63830	1.56667
95	0.63158	1.58333
96	0.62500	1.60000
97	0.61856	1.61667
98	0.61224	1.63333
99	0.60606	1.65000
100	0.60000	1.66667
101	0.59406	1.68333
102	0.58824	1.70000
103	0.58252	1.71667
104	0.57692	1.73333
105	0.57143	1.75000
106	0.56604	1.76667
107	0.56075	1.78333
108	0.55556	1.80000

The exact time to traverse each leg is then easily computed, this is called the leg time. During the event, the competitors, who do not know the route in advance, must arrive at each control EXACTLY on time. Variance from leg time is recorded to the nearest 0.01 minute. For each hundredth of a minute you arrive early or late you are awarded 1 point. The team with the lowest point score, wins.

A team consists of two members. A driver and a navigator. Usually both are human, except Tom Schramm competes in his Austin Mini-Van with his St. Bernard. *(I doubt if there is room for anything else in there).*

The driver keeps you on course and the navigator keeps you on time. Pick your assignments with this in mind, *(in better than half the best married teams I am aware of, the woman is the driver, and the man is the navigator).* Extra crew members, usually preteen, may also may also be included. I have worked many a control with a future rallyist [illegible]ing a nap in the back after teaching [illegible]mmy and Daddy the finer points of course following.

A nice drive in the country, over some challenging roads, engaged in tough competition, without ever endangering the crew or precious sheet metal, is one of the most enjoyable, inexpensive, week-end entertainments, I can think of.

OK, now that I have explained what a rallye is, what is this rallye school? In order to get more of the MG marque out to these events, the MMGG will hold a rallye school conducted by Don Andrews and Barry Berg. It will consist of about an hour to an hour and a half class on how to rallye, and one or two good war stories. After which, an optional rallye will be available to get you back to the Twin Cities ending at the Perkins not far from the intersection of I-94, I-694, I-494. This will definitely NOT be a trap rallye. I do not intend anyone to get lost. The route will not vary far from a major highway (I-94 or Hwy. 10) so if you don't like it, you can just leave the event and motor home rather easily. This practice rallye is intended to give you an idea what a real rallye is about.

What you should bring. A good time of day piece, watch or LCD clock, or use the one in the car. It should read time to seconds. A stopwatch (optional), a clip board, pens, pencils, erasers, and paper, *(I like to use post-it notes as well as a pad).* A high-lighter pen is useful. A calculator, one that runs on batteries, (rallyes are run at night), and the minute per mile table provided in the Gazette. Since we may be running later in the evening, a flashlight or two (penlight, not spot light) and a jacket might be nice. If you don't want to compete, but want to participate, then we can always use some control workers (call Barry Berg at 612-432-4320 if you are interested). The rallye should not take more than 2 to 2 and a half hours to complete, so bring along whatever will make you comfortable for that kind of drive. Plan on trying it, you may enjoy it

The MGC

Richard Knutson.

The MGC looked just about the same as an MGB; the major difference was the hood and fifteen-inch wheels. In order to accommodate the larger six cylinder engine, two distinctive bulges were added. Popularly known as "power bulges". From the front, the MGC looked very purposeful indeed.

From the beginning, the MGB was a well engineered automobile. Adding extra cylinders may well have been in the plans from the beginning. The demise of the Austin Healey 3000, hastened the introduction of the six cylinder MGC. One should not, however, become confused here: The engine in the MGC was not the old unit from the Austin Healey 3000. It was an entirely new six cylinder engine used in the MGC as well as a few undistinguished Leyland sedans of the period. When the MGC died, so did the sedans—and that engine.

If you doubt the power of the press, then consider what it did to the MGC. Most of the motoring journals did dreadful reports on the car, and the MGC just never recovered from them. Road testers were particularly upset with the handling: The added weight (340 pounds more than the MGB), mostly in front, created considerable understeer (the front end tends to continue in a straight line when turned). The other major criticism was that while the top speed of the car was most impressive, low speed performance did not match the four cylinder MGB. Both of these problems probably could have been solved by Abingdon's development staff, but it wasn't given the chance.

The factory did change the rear end gearing on later cars which corrected the low speed performance deficiency. It never was able to cope fully with the understeer. No doubt having all suspension components in top shape helps. One could also try different types of tires and pressures as well as competition shock absorbers.

Other features of the MGC were modern telescopic shocks, front torsion bars (instead of coil springs), larger front discs and smaller but wider drums in the rear.

If an MGC can be purchased for the same price as an MGB in similar condition, then it should be a good buy with good investment potential. Unfortunately, there are those who are convinced that it is extremely rare and valuable. Last year I spotted an unregistered MGC/GT in Maine and stopped to check it out.

It was all there but rusted out as only Maine cars can rust. It ran quite well as M.G.'s are apt to do.

It was, indeed, restorable, and I was most interested until the owner informed me that it was a rare racing M.G. and very valuable. Well, we didn't get together because my top offer would have been one-third of his asking price, and I refused to insult him. The car is still there getting rustier by the week.

When you consider that the MGC could do a genuine 120 mph in top gear, you know that this was a real performer on the highway. The V-8 topped it by 4 mph, but the MGC had nothing to be ashamed of in the top speed department: It could go! The fastest four-cylinder MGB only reached 105 mph.

Parts can be a problem on the MGC, especially the front suspension and brakes, but don't hesitate to buy an MGC if priced right. Like the MGB, it can be enjoyed for years as its classic status grows. The MGC is a performance automobile destined to be admired.

(Look for the Midget story in next month's Gazette - Ed.)

Denny's Discourse

By Denny Meyer

I recently read some more on the EPA Clean Air Act. Joseph Chamberlain, the Senior Editor of The Roundel, the monthly magazine of the BMW Car Club of America gives a condensed version of the information provided by a Fact Sheet on Clean Air Regulations prepared by the EPA, as well as making some personal observations.

Following, I will try to condense the information even more as well as make some comments that relate to us in the Twin City area. At one time, the vehicle owner could make exhaust modifications that could not be done legally by a repair shop. Since 1990, even the owner can not remove the catalytic converter from a vehicle so equipped. This includes vehicles used only for off road use. The fine for removal of a converter is $2500 in addition to any fine that the state may assess. No one can legally decertify a motor vehicle.

In Minnesota, if you have an engine older than the car, the testing procedure only requires it to meet the test specs for the year of the engine. The federal law however, requires the car be maintained in a properly certified engine-chassis configuration. An engine switch must be identical in all material respects to the one that was certified by the manufacturer for the same model year as the chassis, or it must be newer.

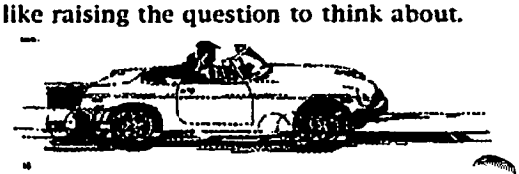
It is not legal for anyone, shop or private owner, to switch a vehicles engine for one that matches older configuration than was certified by the manufacturer of the vehicle. This regulation applies to all 1968 and newer vehicles.

In Minnesota you can pass the emission test with a car that has been converted dual exhaust with two cats (catalytic converters) installed if it meets the test standard for the year engine. The federal EPA rules however, do not allow installing dual exhaust on a cat equipped car that came with a single exhaust. It requires the exhaust be maintained in stock configuration including the location of the converter. Modifications from stock can only be made behind the converter.

The EPA keeps quarterly records of violations. On average, a repair facility charged with exhaust system violations paid $7,746. If your exhaust system is illegal and needs replacing, neither you or a shop are allowed to replace it as it now is, but must put the system back to what it was supposed to be.

In 1994, the EPA's strict new rules on emissions testing start taking effect. The new rules will do away with test and repair stations that are used in some states. Since in Minnesota, our test stations are separate from repair facilities, this change will not effect us. Some of the most polluted areas will have to install enhanced testing facilities. The EPA IM 240 test is run on a dynamometer , which more closely reflects real driving conditions. This test is based on the Federal Test Procedure, the driving cycle by which new vehicles are certified. It also includes a pressure check to identify evaporative leaks in the fuel system and a check the purge system to ensure the vapors stored in the vapor cannister are routed to the engine and burned as fuel. EPA estimates cities that adopt this high-tech program could see pollution reduced by as much as 28% for hydrocarbons, 31% for carbon monoxide, and 9% for oxides of nitrogen. The equipment for this type of testing will run about $140,000 per test lane, compared to an equipment cost of $15,000 to $40,000 for a typical idle-test lane.

A question that has come to my mind, that I have never seen raised is what effect this will have on American ingenuity. One of the ways that we have developed mechanical knowledge and creativity has been repairing and modifying our cars. Will some of these abilities be lost as we are molded into doing everything by the book? Or are we going to see an underground of illegally modified cars, with falsified serial numbers on parts, designed to meet the regulations when required and running illegally at other times? I don't have the answers, but I felt like raising the question to think about.



Is MG Really Back?

e Destler, Editor, British Car Magazine

It's been almost a year since the MGB's V8-engined successor showed up on the Rover Cars stand at the British International Motor Show. Touted as "the most exclusive, powerful, and luxurious production MG ever made," it certainly raised many eyebrows, amongst show-goers, not to mention orders from well-heeled enthusiasts. Well-heeled because it costs roughly the equivalent of $40,000 to buy.

But does it really mean anything more than that Rover Cars took the opportunity to mark the 30th anniversary of the original MGB by producing a limited run of "specials" using available Heritage MGB bodyshells, suitably modified for a more modern appearance, dropping in their own Rover V8 engines, and resurrecting the hallowed MG octagon on the bonnet?

Were MG cars ever meant to be "exclusive?" No, founder Cecil Kimber's vision was for an inexpensive yet sporting alternative to the established performance marques of the day, affordable to every man. "Powerful?' Power is a relative thing, but with the diminutive motors with which most MG's were fitted, small size and light weight were of paramount importance to achieve the performance required - not necessarily big motors. And "luxurious" was not even in the MG lexicon, save for the big pre-war SA and VA saloons. This was never the market to which MG sports cars were aimed, nor did traditional MG buyers consider it a requirement.

So where does the RV8 fit into the MG lineage? Is MG really back in the sports car business? Is Jaguar really back in the sports car business because it built 350 copies of the quarter-million dollar XJ220 super car? No, not until they begin production of a true and comparable successor to the E-type, in the same sector of the market, aimed at the same type of buyer as was the E-type, or some other market sector that is not such a tiny niche as to be inconsequential.

The same holds true for MG; when Rover Cars makes a commitment to build a relatively mass-produced sports car in the original idiom of the MG marque, that is, fun, affordable, and appealing to the current sports car buyer (as MG's always did in their day), not the nostalgia market, as does the RV8, then we can truly say MG is back in the business of introducing enthusiasts to the joys of sports cars. Yes, MG is back, but not the MG of old, despite the familiar appearance.

In this country I wish I saw the MG logo on r more like the Mazda Miata - that's the traditional MG market sector.

Along that same line of thought, I wish a Lotus badge was on the remarkable new Mazda RX-7 - a lightweight, well engineered, high-performance sports car that, is still affordable to a wide range of buyers.

That used to be the Lotus niche, not one aimed at now with the $70,000 Esprit. It would appear that only Mazda really understands and puts any credence in the market that British cars once dominated. Sad, but true.

I'm not suggesting we all sell our British cars and go out and buy new Mazdas. There is a sufficient quantity of excellent old British cars in this country, a good proportion of them wearing original MG badges, to satisfy the enthusiast who wants affordable fun motoring, whether or not the classic aspect or British-ness of the car is a factor. There are people out there driving British cars who are not even British car fans in particular! They choose their cars for their low cost, ease of maintenance, and cheapness to run, not to forget fun. The formula still works, and it's still in demand. Only you cannot buy it new.

It's up to Rover cars to once again bring the magic of the MG name to the world; the RV8, while a very fast luxurious, and prestigious car in it's own right, is simply too "exclusive," too unattainable to the masses, and if it ever does come to this country, simply priced out of the market that really matters.

MGB DRIVER

Acknowledged as the leading source of information for all MGB and Midget owners, MGB DRIVER, a 60 page bi-monthly publication, comes packed with technical and historical information about your car. Subscriptions are $25 per year. For a sample copy, send $4 to: P.O. Box MGB, Akin, IL 62805 or call 1-(800) NAMGBR-1

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B. David Eichelbaum
Product Marketing Coordinator
Moss Motors USA

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FOR IMMEDIATE RELEASE!

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Moss Motors is pleased to announce
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ompletely rebuilt MGB Front Swivel-
xle Assemblies.

These completely rebuilt units in-
lude two bead-blasted, magnafluxed and
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o fit the new king pins supplied, two
ach of .003" &.005" front hub shims,
nd all necessary components that are
equired for installation.

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ime associated with needing a machine
hop to ream and install king pins. This
it can be easily installed in a weekend,
eaving plenty of time to clean up and
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ure to check the condition of wheel
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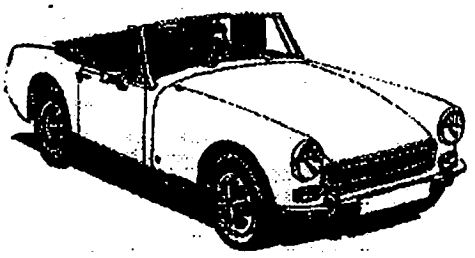

LESSONS FROM THE SHADE TREE

Road & Track Magazine

Tip 1.

If, while assembling a transmission late at night, you suspect a detent ball has fallen out of the shifting mechanism and rolled into the garage drain, but are too lazy to hunt for it with a flashlight and magnet, you will later find yourself trying to convince a prospective buyer that all 1959 TR-3s jump out of second gear with enough force to fling the shift knob into the back seat.

Tip 2.

If you step on the brake pedal after the front brake rotors have been removed, the brake caliper pistons will shoot out onto the garage floor in a shower of brake fluid. If you pick up the pistons and then touch the car door, you will have to repaint the car door.

Tip 3.

If you sell a restored sports car to a sorority person named Cindy, her mom and dad will call to inform you that the convertible top leaked during a heavy rain storm, and ruined Cindy's beautiful white cashmere sweater.

Tip 4.

If you put the front end of a car up on jack stands with the engine in gear and then short the exposed lead of a Lucas starter to the engine block with a 7/16" Whitworth wrench, the car will leap forward off its jack stands and flatten your trouble light, making it suitable for framing.

Tip 5.

If you crawl under a car and poke your forehead on a sharp object, youwill instinctively jerk away from the sharp object slamming the back of your head on the garage floor. The pain will will cause you to jerk instinctively away from the garage floor and slam your forehead back into the sharp object on the underside of the car. And so on. This destructive cycle will continue indefinitely, until you either pass out or have the presence of mind to crawl out from under the car.

Tip 6.

If you sell a restored sports car to a sorority girl named Cindy and she leaves the lights on, her mom and dad will call up and demand a brand-new Sears DieHard battery.

Tip 7.

If you need any of the following items, you can always find them by ripping the carpeting out of a hopelessly shot old British sports car: a short crayon, some paper clips, a pink comb, a ballpoint pen full of rusty water, all six bolts that are supposed to be holding your motor mounts in place, a green penny with a dog hair stuck to it, some broken tonneau snaps, an empty Buss fuse tin, and the remains of an unpaid parking ticket.

Tip 8.

If you store enough engine parts on a very old piece of plywood in the rafters of your garage, they will eventually fall through and land on your motorcycle.

MINNESOTA MG GROUP

TECH TIPS

Roger Karnopp

Spring has sprung, and the summer monsoon season is here, so it's time to do some preventative maintenance on the old MG. The first thing most of us are inclined to do in tuning our MG's is to adjust the carburetor settings. The order in which a complete tune-up is completed, is important and is as follows:

1. Check and adjust valve clearance.
2. Replace and/or adjust distributor point gap.
3. Check & adjust ignition timing.
4. Check spark plugs.
5. Adjust carburetor settings.

Why adjust the valves?

The valve clearance changes over time, due to wear in the valve train. The cam lobes, solid lifter and rocker arms wear down as well as the valve face and seat. If there is not adequate clearance, will not close completely. Exhaust valves are cooled when the face is seated into the head. Inadequate clearance can cause the exhaust valve not to seat completely which could burn the valve. Poor performance, low compression or a "tappy" sounding valve train is another result of improperly adjusted valves.

How to adjust valves:

With the engine cold or hot, I prefer cold, remove the valve cover. The valve cover can be stuck securely to the head, especially if an adhesive or gasket dressing was used. The valves are in sequential order starting with #1 which is closest to the radiator and #8 which is closest to the firewall. The clearance for each valve is checked and adjusted when the lifter is on the lowest part of the cam lobe. Since one can't see when the cam is in this position, you must observe when a corresponding valve is open. A valve is open when the rocker arm compresses the spring and pushes the valve stem into the head. The MG workshop manual has a sequence for adjusting the valves as seen in the figure or just remember the "Rule of 9." Adjust valve #1 when valve #8 is open (1 + 8 = 9). Adjust valve #2 when valve #7 is open (2 + 7 = 9), and so on. There are various methods in turning the motor over to adjust valves. The MGA has a hand crank and does an excellent job. Removing the spark plugs will allow the engine to turn over easier. You can also push the car backward or forward in 3rd or 4th gear, to turn the engine over. The clearance is checked and adjusted from the valve stem to the rocker arm. Refer to your workshop manual for the specified clearance. The valves are adjusted by slackening the adjusting nut and turning the adjusting screw. The feeler gauge should have a slight drag when adjusted properly. The trick is tightening the adjusting nut with a wrench while holding the setting on the adjusting screw with a screwdriver. Check the clearance after tightening the adjusting nut and readjust if necessary. If the feeler gauge feels sticky, it may be caused by excessive wear on the underside of the rocker arm. The wiping action of the arm against the valve stem causes the underside of the rocker to become worn and cupped.

If this happens, it is impossible to set an accurate clearance between the valve stem and the rocker arm using a feeler gauge. The rocker arms can be redressed or resurfaced by a machine shop to correct this problem.

After all 8 valves have been adjusted, recheck the clearances another time or two. Clean the oil and sludge from inside and outside of the valve cover. Check the condition of the rubber valve cover bushings and replace if necessary. Scrape and clean the cork valve cover gasket off the head and valve cover with a razor blade and carburetor cleaner. Install a new valve cover gasket, with gasket dressing and don't over-torque the cap nuts. Start the engine, check for oil leaks around the valve cover, and treat yourself to a beer for a well done job!

MMGG Month to Date Budget 1-1-93 Through 5-31-93

Category Description Income/Expense	Actual	Budget	Difference
INCOME			
Badge Sales	32.00	0.00	32.00
Ceramic Income	231.60	0.00	231.60
Embroidered Sales	26.00	0.00	26.00
Full Memberships	1,440.00	1560.00	-120.00
Newsletter Ads	0.00	150.00	-150.00
Shirts	15.00	0.00	15.00
TOTAL INCOME	**1,744.60**	**1,710.00**	**34.60**
EXPENSES			
Ad Expense	111.28	140.00	-28.72
Bank Service Charge	28.96	22.00	6.96
Ceramic Costs	122.60	0.00	122.60
Christmas Party	114.65	80.00	34.65
Club Entertainment	0.00	50.00	50.00
Club Improvements	0.00	0.00	0.00
Food at Meetings	49.22	100.00	-50.78
Postage	119.27	168.00	48.73
Printing Expenses	101.93	368.00	-266.07
TOTAL EXPENSES	**647.91**	**928.00**	**-280.09**
Total Income/Expense	**1096.69**	**782.00**	**314.69**

Current Checking Account Balance ..... **$ 2,261.42**

Photo from British Car Magazine

HERE'S A SHOT OF THE "NEW" MG WITH IT'S FATHER, WHICH ONE DO YOU LIKE BETTER AND WHY? LET THE REST OF US KNOW WHAT YOU THINK, SEND IN A REPLY FOR NEXT MONTH'S GAZETTE!

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Minnesota MG Group

MGA MGB MGC Midget

MMGG TECH QUIZ

1. THE FIRING ORDER OF THE BMC B SERIES ENGINE IS:
   A. 1-4-3-2
   B. 1-2-3-4
   C. 2-4-1-3
   D. 1-3-4-2

2. IN MGB'S, THE DISTRIBUTOR ROTOR TURNS:
   A. CLOCKWISE
   B. ANTI-CLOCKWISE
   C. DEPENDS ON WHETHER THE CAR IS WIRED FOR POSITIVE OR NEGATIVE EARTH

3. IN MGA'S, THE DISTRIBUTOR ROTOR SPINS AT:
   A. CRANKSHAFT SPEED
   B. TWICE CRANKSHAFT SPEED
   C. HALF CRANKSHAFT SPEED

4. AT 1000 RPM THE NUMBER ONE SPARK PLUG IN A MG MIDGET FIRES:
   A. 1000 TIMES PER MINUTE
   B. 500 TIMES PER MINUTE
   C. 100 TIMES PER MINUTE
   D. 250 TIMES PER MINUTE

5. THE STROKE OF ALL MGA AND MGB ENGINES IS:
   A. 3.5"
   B. 3.0"
   C. 2.875"
   D. 89mm

6. THE "H" DESIGNATION IN SU H4 CARBURETTORS STANDS FOR:
_____.

7. TRUE OR FALSE: THE CLUTCH SLAVE CYLINDER IS THE EXACT SAME PART FOR ALL MGA'S AND MGB'S FROM 1955 TO 1980.

8. REGARDING MOST MGA AND MGB ENGINES, THE NUMBERS 15,15, AND 25 SHOULD BE REMEMBERED BECAUSE THEY REFER TO:

   _____
   _____
   _____

9. TRUE OR FALSE: THE STEERING RACK AND PINION ON MGA'S SHOULD BE LUBRICATED AT THE SAME INTERVALS AS THE FRONT SUSPENSION.

10. THE STEERING RACK AND PINION ON MGA'S AND MGB'S SHOULD BE LUBRICATRD WITH:

A. STANDARD AUTOMOTIVE GREASE
B. HIGH TEMPERATURE WHEEL BEARING GREASE
C. 90 WEIGHT HYPOID GEAR OIL

11. THE LETTERS CB AND SW ON ON POSITIVE EARTH MG'S STAND FOR:

_____

_____

12. MGA, MGB, AND MIDGET CARBURETTORS ARE:

A. DOWNDRAUGHT
B. SIDEDRAUGHT
C.SEMI-DOWNDRAUGHT
D. NONE OF THE ABOVE

13. TRUE OR FALSE: THE ONLY ADJUSTMENTS ON SU CARBURETTORS ARE IDLE SPEED, MIXTURE, AND SYNCHRONIZATION.

14. RAISING THE JET IN AN SU CARBURETTOR :

A. ENRICHES THE MIXTURE
B. WEAKENS THE MIXTURE
C. HAS NO EFFECT ON THE MIXTURE

15. A "WELCH PLUG" IS WHAT WE AMERICANS WOULD CALL A:

_____ .

16. HOW MANY WELCH PLUGS DOES AN MGB CYLINDER BLOCK HAVE?

A. 4
B. 5
C. 3
D. NONE

17. TRUE OR FALSE: WHEN TUNING AN MG ENGINE INCLUDING ADJUSTMENT OF VALVES, POINTS, TIMING, AND CARBURETTORS, THE CARBURETTOR ADJUSTMENT SHOULD ALWAYS BE DONE LAST.

NAME:_____