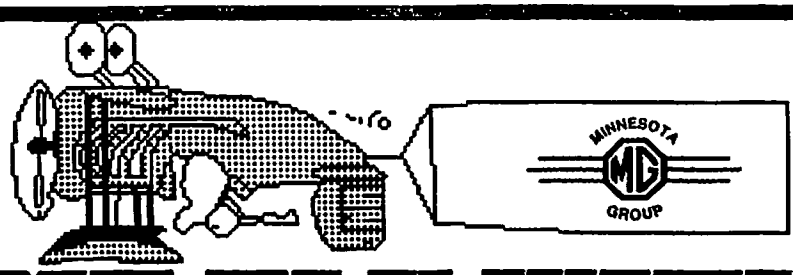
Minnesota MG Group Gazette

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



"COME FLY WITH US"

(Right side up of course...)

For you fellow MG enthusiasts who are not going to the University Motors Summer picnic with our MMGG contingent, here is the next best thing!

Imagine yourself taking a drive to an airfield in Britain in the 1940's. This is a time when MG's were the sports cars of choice. There wasn't an airfield anywhere that didn't sport at least one MG for use by the resident servicemen.

You can experience a time warp with us at the Planes of Fame Air Museum in Eden Prairie. The 50,000 square foot museum houses one of the worlds largest collection of vintage World War II era aircraft, Twenty five beautifully restored and, flight worthy aircraft to bring back an era gone by.

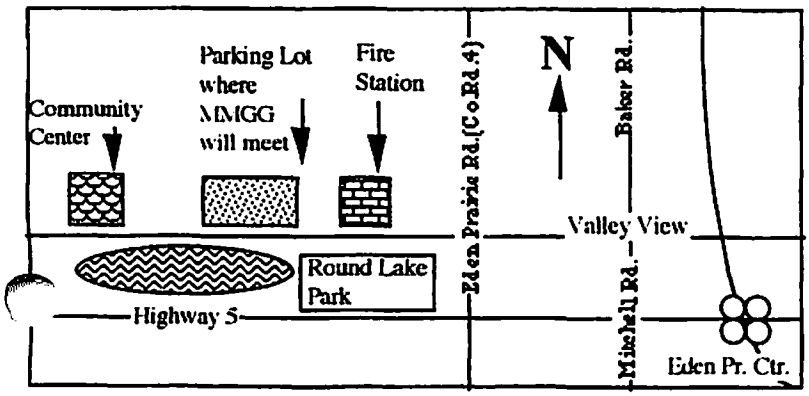
Stearman Trainer rides are also available for those daring enough to try a ride in a plane that all pilots of that era trained in a biplane!

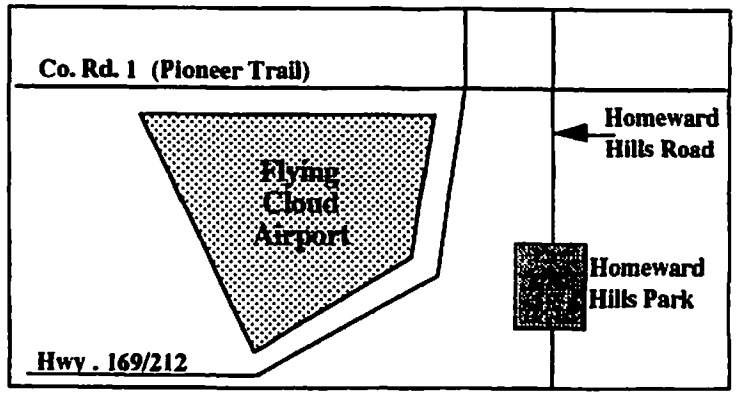
The museum gift shop features a wide variety of books, patches, posters, shirts, models, toys, and special memorabilia.

Bring your family to this "High Flying" event. We will meet on Sunday, August 15th, at 12:30 PM at Round Lake Park in Eden Prairie, near County Road 4(Eden Prairie Road) and Valley View Road(see map), and will take a drive down Highway 101 to the Planes of Fame Museum. We have a 2:00 PM tour set up with the museum's historian, Tom Lymburn.(*any chance you know Jim?*) The group rate is $4.00 per person. After the nostalgic tour, we will proceed to Homeward Hills Park, near the airfield for a picnic and festivities. (Map below).

The MMGG will provide submarine sandwiches and chips, please bring a dish to share. There will also be a dessert contest held so please bring your tastiest sweet tooth favorite.

PLEASE R.S.V.P. to Jim or Joleen Lymburn at Home-780-9241 or at Jim's work-854-1801, 800-328-1974.





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President	Roger Karnopp	454-1379
V. President	Mike Funck	934-4950
Treasury	Al & Sharon Kelsey	891-3452
Secretary	Dan Shidla	831-0291
N.L. Editor	Dave Stovall	894-4203
Publishing	John & Cindy Eaton	891-1897
Photo Album	Randy Byboth	777-3748

NEWSLETTER CONTRIBUTIONS & ADS PLEASE CONTACT:
DAVE STOVALL
155 BIRNAMWOOD DRIVE
BURNSVILLE, MN 55337
PHONE: (612) 894-4203
FAX: (612) 645-6668

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
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Apple Valley, MN 55124
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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.

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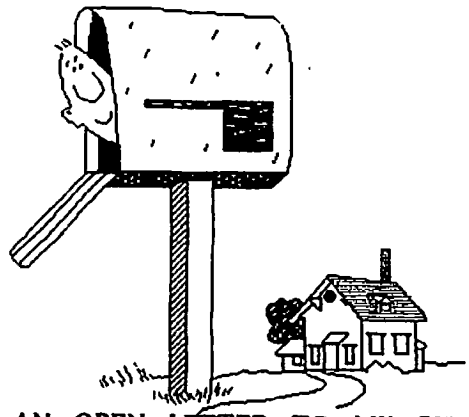

AN OPEN LETTER TO MY FELLOW MMGG MEMBERS.

Dave Stovall

At all the events I go to, and I try to get to them all, several people come up to me and tell me what a good job I'm doing on the Gazette. Thank you all, I really enjoy putting together the Gazette each month.

When I took on this job, Newsletter Editor, I imagined receiving several articles and stories to put in the newsletter each month, deciding which articles to use and file some away for the upcoming issues. Guess what? In just over a year of being your Gazette Editor, I have gotten a total of about a dozen articles from you, my fellow members. The rest of the things you read each month, I "borrow" from other sources, and other clubs newsletters.

The reporting from events I have been to are from my perspective, and not those of the hosts who presented them.

For those of you who are not aware, if you host an event, it's requested that you send in a short note describing how the event went, Good or Bad!

Obviously, I and others can't make it to every event, how are we gonna know what we missed if you don't let us in on all the details? Presently, the only way to find out is if I go, and take a few pictures, and jot down some notes, believe me, it's not hard to do, and everyone in the club benefits.

It seems like the same people host events every year, I'm not complaining, they have been great , I'm glad we have the hosts we do, but do the rest of the members know how easy and what fun it is to host an event? TELL THEM!

Let us know the ups and downs of hosting an event, most are nothing more that a few calls, some not even that involved! The "good" events are what you put in them. No one is required to spend one dime of their own money on an event, that's why we have dues every year, to cover the costs of events. All we need is a little of your time, to host an event, and let others know how it went.

WHEW!, that felt good to get that off my chest. Look I'm not complaining...ok maybe a little, I just want some help, to keep making this newsletter something you can look forward to each month, and I know, you, my fellow members won't let me down.

I read several other clubs newsletters and see they are filled with big ads from suppliers, I, and I'm sure you, don't want our Gazette be an advertising supplement, with a few articles thrown in it. With your help, it won't.

See, if you sent in an article or story, you could use the newsletter to bitch a little too! Just another benefit of being a contributing member.

We've been Challenged

Taken from Triumphs and Tribulations, the newsletter of the Minnesota Triumphs.

"...we're planning to have more Triumphs than MGs at Wheels & Wings in Osceola September 11. MG's have won the award for most cars at this event for the last umpteen years. In 1992, they outnumbered us something like 2:1. This won't be easy -but it is possible."

Wheels & Wings Update

The Triumph club is SERIOUSLY gunning for the trophy this year MMGG members, as you can see from the above exerpt from their newsletter, so much so, that they, (the Triumph Club) has set up individual model representatives within their club to help coordinate the cars attending with an award to the model with the best representation at Wheels & Wings. We MUST have a large turnout from all of you, let them have the Hill, but not the award for best representation by a car club. WE NEED YOU! Last year we had 32 MG's in attendance, let's top our all time record!

Mark your calendars now! September 11, keep it open for the Event of the Year, Wheels & Wings, just across the St. Croix in Osceola, Wisconsin.

It's a day long event with cars, motorcycles, tractors, trucks, and military vehicles, not to mention an air show, and art and craft fair! Something for everyone!

Look for more detailed information about Wheels & Wings in next month's Gazette!

MINNESOTA MG GROUP 1993 MEMBER APPLICATION / REWEWAL

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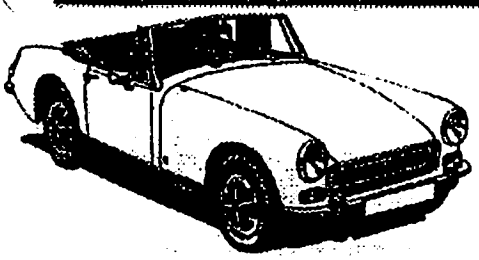

The Midget

Richard Knutson

The Midget designation was put on hold when the last TF 1500 rolled off the line in 1955. The "cheap and cheerful" tradition at Abingdon was too deeply embedded, however, and the Midget was reborn in the middle of 1961. The car proved to be a good seller.

Badge engineering often proved to be unpopular. When those in charge decided to take the new Austin Healey Sprite Mark II and add a few octagons, calling it the new M.G. Midget, many of us were left shaking our heads. But we didn't realize just how strong the famous octagon logo really was. There were literally thousands of enthusiasts out there ready and willing to pay a premium for the Midget over the Sprite.

The first Midget qualified as a "cute" car. Tiny, it performed well and retained a Spartan sports car image with its removable side screens and top. There is a quaintness about this early Midget that makes it more collectible.

Like the MGB, the Midget was in production for a long time and underwent many changes. Here are the major modifications that were made.

1961: Introduction in June.

1962: Late in the year, the 1098 cc engine was fitted (1963 model). To cope with the increased performance, disc brakes were used at the front. Interior trim was improved and sliding side curtains were installed. The engine was notorious for its weak crankshaft. Baulk ring synchros were added to gearbox.

1964: Passenger comfort was improved with wind-up windows. More powerwas extracted from the engine by fitting the MG 1100 head. The dash sported a black crackle finish. By changing the rear springs from 114 to 112 elliptics, ride and handling improved. The Midget had become very civillized. This was known as the Mark II model.

1966: A mild version of the Mini-Cooper S 1275 cc engine was incorporated on the 1967 model. The passenger-compartment opening was expanded. And a much improved folding top with larger windows was introduced; other than that, this Mark III model looked about the same.

1969: The 1970 model Midget appeared late in 1969. Most of the changes were cosmetic: black rocker panels, "oval" grille, Rostyle wheels.

The Mark III Midget also had an improved heater and interior lights fitted to the trunk and passenger compartment effective October of 1970.

1974: The 1975 model was now called the Mark III 1500 because of its 1493 cc engine from the Triumph Spitfire. This engine was coupled to a Morris Marina gearbox; single carb on US models. The rubber bumpers just didn't work out as well as they did on the MGB.

1979: Last Midget built in November.

Starting on 1968 models, American Midgets were fitted with emission devices that took away power. As US regulations demanded more pollution controls, performance suffered to the point that a larger engine had to be used.

The Triumph Spitfire 1493 cc unit was installed in 1975 models; as you can well imagine, M.G. enthusiasts did not appreciate the change. The engine suffered from many overheating problems at first. The Midget ended its run with a less than-satisfactory engine and ugly bumpers; I doubt that it will ever warm the heart of any collector. For 1976, revised cooling systems were incorporated.

In 1971 a designer in the parent firm decided that the Midget would look better with rounded rear wheel openings. Without bothering to check with Abingdon, the styling change was made.

Midget (cont.)

What wasn't realized was that the rectangular opening provided strength. As a result, the rounded opening was apt to buckle at the top of the arch. Needless to say, the change back to the rectangular opening—due to '75 model US crash standards—took place without any publicity. The cars with the round opening, then, would be rarer; I don't think I'd pay any extra for one, however.

Like any car with a unibody construction, rust is a major problem. Door sills and posts are most troublesome. The floor of the passenger compartment as well as the trunk can be easily eaten away by rust. New dampers are costly and the fragile gearboxes are frequently damaged, otherwise the Midget is mechanically dependable; but always look carefully for rotten metal before buying.

In order to be comfortable, one should be under five feet ten inches tall to enjoy a Midget. These are small cars with small passenger compartments.

The Midget is a true sports car from the M.G. tradition. It will develop some sort of place among collectible M.G.'s. Like the MGB, it can be driven and upgraded at the same time. While the Midget will never be worth big money, if it's bought right, one shouldn't get hurt. It should sell for considerably less than an MGB in similar condition. It can only appreciate if bought as a used car. Since it has virtually no collector value at present, a seller should not claim collector value as a reason for a premium price. Like any used car, premium prices are reserved for cream puffs. Since the Midget invited hard use, it is difficult to imagine any cream puffs left among them.

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Photo By Larry Magasano

The Henle's, Tessmers, and Beth Magasano's show off the MMGG colors in St. Louis!

MMGG Contingent Head to St. Louie'

Larry Magasano

Minnesota MG Group members Larry & Barb Henle, Larry & Beth Magasano and Mark & Mary Tessmer, attended the 2nd Annual National Convention of the North American MGB Register in St. Louis, June 23-27th.

A salute must be given to the host club, The St. Louis MG Club. The members put together a well-organized, on time, FUN event. Everyone attending is looking forward to Washington D.C. next year, and california, in 1995.

Over 300 MG'ers enjoyed the St. Louis Zoo, The world famous Arch, tech sessions and that hot, steamy Missouri weather. Between the Henle's new alternator and rebuilding their shocks, there was a great wine country tour towards central Missouri.

If you are ever in Marthasville, Missouri, you must plan lunch at the Gables tavern. Since it's the only building in town, it's easy to find. From there the next 30 miles west included some of the most beautiful country imaginable to tour in an MG.

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Dear Dave,

Some time ago I recall that you were asking members of our Minnesota MG Group for suggestions to name our newsletter...I suppose like all good things you didn't get [illegible] many volunteers.*(Only 3!...ed)* If it's [illegible] too late, I have a suggestion that may be somewhat novel and most fitting for a heading on a newsletter of a English car club. I came across the word while reading the last issue of "BRITISH CAR MAGAZINE"...

AUGUST 1993

MINNESOTA MG GROUP

The NATTER

The Official Monthly Newsletter of the Minnesota MG Group

The word is NATTER....(to the British, to "natter" is to gossip or chat) and they use the word quite appropriately. I have gone one step farther and had our lay-out artist design a heading that if you wish, may use on our newsletter.

Hey Members, Let Us Know What You Think About This Name!

We Busted Our Rear End...

Larry Henle

Don't know if this is news worthy or not but will submit it you anyway. Barb and me just returned from the North American MGB Register annual convention at St. Louis where we won two awards. We were named second place in our class for our 1977 MGB roadster for which we were rather proud because of the number of cars in that category. Two years ago we won 4th place with the same car at John Twist's Annual Summer Party at Grand Rapids, Michigan.

[illegible]e second award was the "hard Luck" [illegible]d and inscription on the plaque reads..."We broke our rear end getting here!" It's a beautiful plaque and has an actual casting of a broken rear end gear from a car that broke down on the way to a meet. Here's why we were given the award...

It was Tuesday afternoon, June 22nd and we were cruising along, seemingly without a care in the world, on Interstate 80 about 70 miles west of Des Moines, Iowa on our way to the annual NAMGBR convention in St. Louis, Missouri. All of a sudden, and without warning, our car went dead, and I mean dead. Not a spark of life to be had. I was getting desperate as my mechanical knowledge is limited to not much more than knowing where to put the key and turn it.

[illegible] had a feeling that Barb and me were going to be stranded on the interstate forever. It wasn't too long and a person stopped. His name was Bill Skillington of Klamath Falls, Oregon. Bill is a retired super market owner and a Corvette enthusiast; He was on his way to the National Corvette convention in Springfield, Illinois where he had made arrangements to purchase a 1963 Corvette....which meant that he was towing a beautiful car carrier...and it was empty. He volunteered to load up our busted MG and take us down the road.

This he did and did very well. I suggested that at the first car dealership that we see along the interstate that he unload us and be on his way. We would then fend for ourselves.

Bill would not hear of this. At the first dealership we saw we stopped and made four or five phone calls until we located a place called British Motors LTD., owned and operated very nicely by Dave Walker. More dumb luck for us... Dave is a very qualified MG mechanic from England and now operating his own business in the States. It was closing time and Dave's British Motors was 45 minutes away.

Our "Good Samaritan" then trailered us over there. He wouldn't hear of leaving us stranded and made sure that our faulty alternator (the problem) was replaced. British Motors remained open after their regular closing time installing a rebuilt Lucas alternator.

We were again on our merry way by 6:30 PM that same day. In this day and age of rip-offs and mistrust it was very refreshing to find two people that were genuinely interested in unselfishly helping two people in trouble. I have nominated Bill Skillington for the NAMGBR "Good Samaritan" award and I hope that they give it to him.

On the brighter side...we had a super great time at St. Louis '93. Next year the annual convention is the Washington D.C. area. The committee promises, and I believe them, that this will be the best ever. I will be working to get a group together from Minnesota to go... Start planning your next year's vacation now...we'll be going in June, and I guarantee that your will have the enjoyable experience of a lifetime

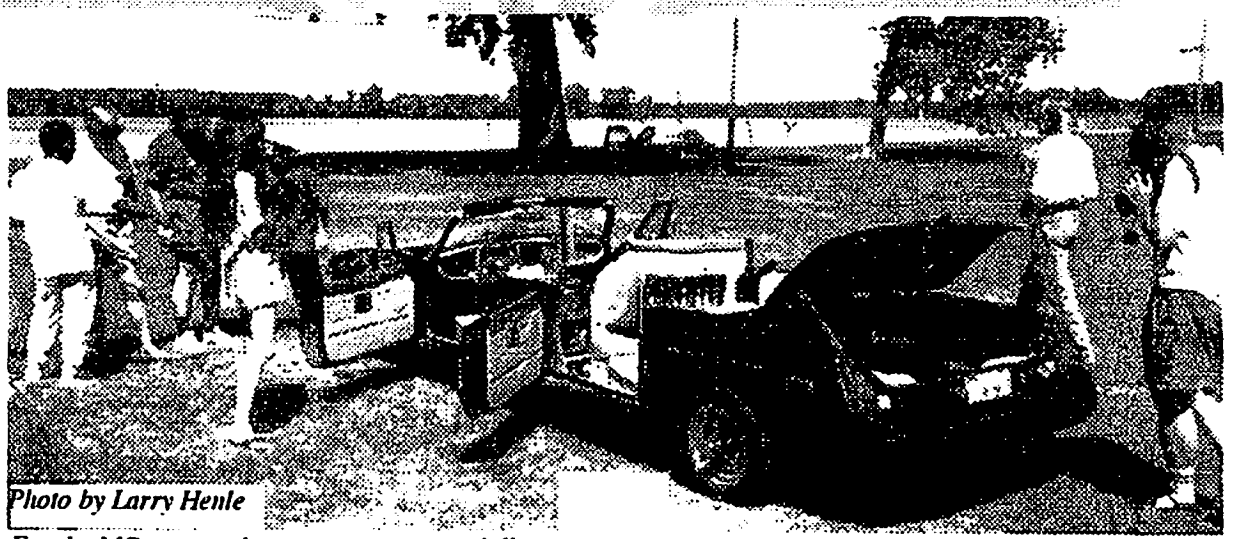
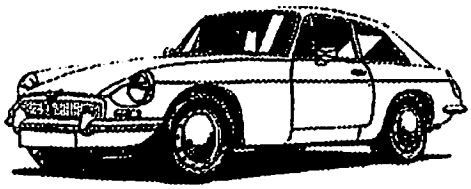


Photo by Larry Henle

For the MG owner who wants more...especially more wheel base. Not to mention a full bar, color television, video cassette recorder, and Nintendo video game! How would you like to tour around in this MGB?



Around The Bend

(Some upcoming events from various clubs.)

Aug.4-8 VTR National Convention, Everett, Washington(Seattle area). Funkhana, fun rally, t.s.d. rally, swap meet, autocross, awards banquet, car show, and of course, more. call Dave Phillips (612) 636-1231 (mt)

Aug. 8 Photo Rally. Great Northern Historic Rallye Championship series. This will be a photo/scavenger hunt around the chain of Minneapolis lakes. Unscramble photos of scenic spots and historic areas and answer questions along the way. Meet at Theodore Wirth Park Golf Course at noon for registration. First car out at 1 PM. Bring a picnic lunch to enjoy after the 2 hour rally. Call Carl Follstad of the Minnesota T Register for details at (612) 871-8252 (mtr)

Aug. 15 The MMGG has two events today, for a dozen or so of our club members, we bid them a fond farewell as they head to the East to the Mecca of all MG events. The University Motors Summer Picnic in Grand Rapids, Michigan.(*I better see alot of pictures and articles out of this trip guys, since I can't go with you....ed*)Have a great time and drive carefully. For the rest of us whose bosses wouldn't give us time off, (*I wonder who that could be?*)we will be heading for the Planes of Fame Museum at Flying Cloud Airport, with a family picnic to follow. See front page for details. (MMGG)

Aug. 29 New London to New Brighton Car Run. See several pre-1930 cars, trucks and motorcycles as they finish a 130 mile drive from New London to New Brighton.

Sept. 4-5 12th Annual Kansas City All British car & Cycle Meet. Kansas City Missouri. For info contact Betty Lunney, PO Box 7790, Overland Park, Kansas 66207-0790.

Sept. 11 Wheels & Wings, Osceola, WI. Ken Merrill & Al Schmidt will host this event. Look for more details in next month's Gazette. The Triumph Club thinks they can outnumber us at this one...we'll see.

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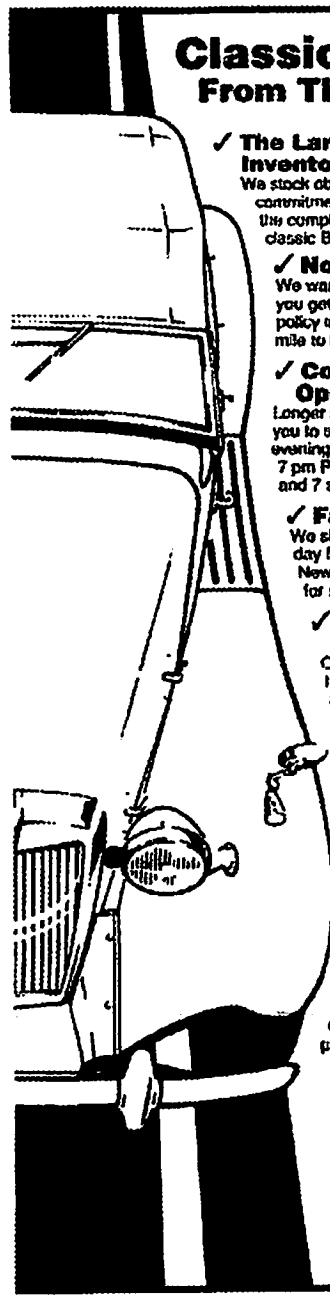

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Join Us...

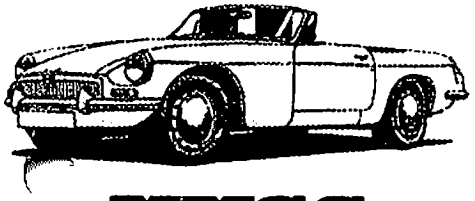
Moss Motors cordially invites you to the Moss Motors British Car Festival at the beautiful Flag Is Up Farms in the scenic Santa Ynez Valley of southern California. The dates for this event are Sept. 23-25, 1993.

The ranch is renowned for its thoroughbred horse racing facilities, and a large park-like area of the ranch has been placed at our disposal for the duration of what promises to be a unique event.

The whole concept of the festival is for people to relax and enjoy, this is NOT a high pressure event. You can take part in everything, anything, or nothing! The choice is yours. Activities planned include, car corrals for all British manufactured vehicles, a winners circle of previous car show winners, a mild road rally and winery tour, and a funkhana within the grounds of the ranch itself. There will be western style Bar-B-Q's, and breakfasts, evenings of entertainment in keeping with the spirit of the festival, and tours of the surrounding countryside, plus shopping and sight-seeing expeditions by car or coach, depending on your choice.

What's included: Access to a beautiful park-like, fully operational thoroughbred breeding and training ranch. Parking for cars, tow vehicles, and trailers. RV and event car space. Camping space. D.J. and dance night. Transportation to shopping twice a day. Sight-seeing tour including a tour of the Moss facility. 10% discount, plus free shipping on all parts ordered during the event. Rally each day. Funkhana each day. Hard surface driving skill test. Hay rides and sing-a-longs. Guided walking tours of the ranch. Entry for the pinewood derby, spark plug and wheel changing contests.(Bring your own pinewood car.) Entry into specific marque car corrals.

Call Moss today for your information and registration packet at **(805) 968-1041.**



MMGG Marketplace

Ads are free for current MMGG members, and will run for three consecutive issues of the Gazette. To submit an ad, call or write the editor.

FOR SALE: 1968 MGB, 2nd owner, rust free. Mineral Blue, wire wheels, very nice. Engine needs rebuild. $2500. Jim Anderson. Evenings @ (507) 234-6691, Days @ (507)234-5108. (aso)

FOR SALE: 1972 MGB/GT. 60,000 miles. Orange with blue interior. Some minor rust, wire wheels. $1200/OBO. Wayne Detmer 779-6309. (aso)

WANTED,WANTED,WANTED. Articles, photos, stories, ANYTHING! to use for the Gazette. I really appreciate all the things a few of you have sent in, I'm greedy, I want more, your fellow club members want more. Done something to your car that you can share with others? We really want to know about it. LET US KNOW!

"Dear Dave..."

I've never met, but here's some info you m[illegible] consider for a newsletter or flyer. I happened to get my hands on a Minnesota Triumphs newsletter the other day. There were two items that caught my interest relating to MG's.

1. It appears the Triumph club is gunning for the most cars award at Wheels & Wings on Sept. 11. We should mount a counter offensive to ensure the Triumphs don't succeed!

2. It seems some Triumph club members have had problems with Mr. Fabrizi. I noticed he advertises in the Gazette.

Thanks,
Glen Nickleski
Menomonie, WI 54751

Hey Glen, thanks for the note about the Triumph club and Reno Fabrizi. The problem with Mr. Fabrizi, Glen is referring to is from the following reprint of an article sent to the Triumph Club's Newsletter, Triumphs and Tribulations, Vol. 13, No. 6.

"I write to you in regards to a Triumph parts vendor who seems to take pride in the interstate rip-off of customers.

In December 1992, I contacted Mr. Fabrizi of Fabrizi Parts House in Garland Texas, in [illegible]ards to an ad in Hemmings Motor News [illegible]t the restoration of a TR3 steering wheel. After three phone calls, I was assured by Mr. Fabrizi that his process was excellent and satisfaction was 100% guaranteed.

When the wheel was returned to me via UPS, I was not allowed to pay by check, as had been agreed upon, but by CASH ONLY. I was about to be had.

I opened the box to find my steering wheel covered with masking tape, putty primer, and a very small amount of black spray paint from a 98 cent spray can. At once I called Mr. Fabrizi, who quickly informed me that the quality of work was good and had been done by himself and not another employee. Since I was not satisfied with the work, Mr. Fabrizi said that he would send me a refund immediately. To date, I have yet to retrieve the $135.

I write to you in hopes of letting your members know how Fabrizi Parts House does business. There should be NO PLACE in the hobbyist/restoration field for people like this."

Fred Thomas
Stafford, VA.

From the editor...
As you know MMGG members, Fabrizi Parts House advertises in our newsletter, and Reno is also a member. I offer him an open invitation to tell his side of the story, to be printed in an up-coming Gazette.

Why do the English drive on the Left?

From the newsletter of the of the Central Ohio MGB Association, Columbus, Ohio.

This has been a burning question for a long time. You too may have wanted to ask it but where hesitant to reveal your naivete. We have seen right hand drive cars from England for so long that we have come to take them for granted.

England is far from alone in driving on the "wrong" side of the road. Actually the world is almost equally divided as to the side of the car on which the driver sits. England had a far reaching empire at one time, and was the major influence when it came time to build roads, and set up the conventions of modern society. Because of this, the former British Empire countries have their motorists drive on the left. These include India, Australia, New Zealand, and most of Africa.

The basis upon which the left or right decision was made can be traced all the way back to the ancient Greeks, Romans, and Egyptians. These ambitious cultures, usually engaged in one sort of conflict or another, encouraged one to carry a sword for defense when leaving the relative safety of the immediate homestead.

It was believed that a man could more quickly draw his sword and defend himself from attack if his opposition was on the right of him, evidently society preferred right handed people, even then.

This tendency for foot traffic to walk on the left side of the "road" was confirmed by armies on the march. The flow pattern created was utilized by chariots, wagons, and people on horseback.

And so it was for centuries, until England's nemesis, Napoleon, decide that he could gain a military advantage breaking with tradition. He ordered his armies to march on the right, and then commanded each conquered country to do likewise to acknowledge their support to the emperor. First France fell in line, then Germany and just before World War II, under Mussolini, Italy did likewise to prove their alliance with Germany. The last European country to switch from driving on the left to driving on the right was Sweden which in 1967 realized they were at a disadvantage being the sole holdout on a continent where everyone else was driving on the right.

Right after World War II, there was a proposition raised in England, regarding the UK switching over to driving on the right, in an effort to unify England with the rest of Europe. Winston Churchill vetoed the idea as "preposterous," feeling that history and tradition were more important than conforming with the rest of Europe.

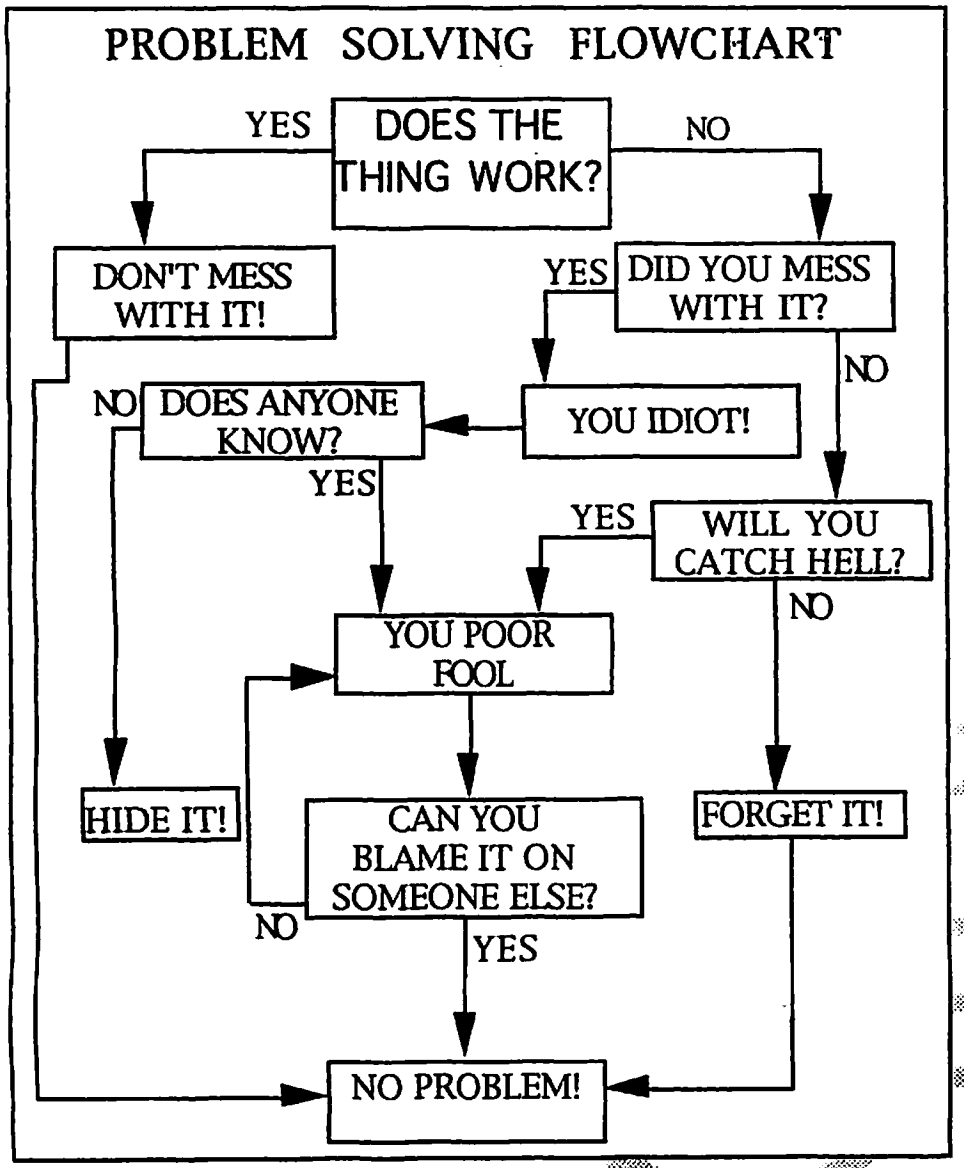
Oddly enough, just a few years ago, a study was conducted in England to take a loot at the feasibility of switching to the other side of the road. It was discovered that it is absolutely infeasible, and virtually impossible to change now. The cost would be astronomical, the logistics staggering, and what's more, England would be losing a very important link with a great past that is important to the identity and morale of its people.

Further to the East, both Japan and China still drive on the left, requiring them like England, to build two versions of the same car for their home market, and the US and Europe. The US has been driving on the right ever since the first mass-produced American car, the Model T.

It was offered in one version only, left-hand drive. Up until then, it could have conceivably gone either way.

YOU KNOW IT'S GOING TO BE A BAD DAY...

WHEN YOU WAKE UP TO FIND YOUR WATER BED HAS SPRUNG A LEAK, AND THEN REALIZE YOU DON'T HAVE A WATER BED.



Where to Write...

Want more information about the most popular sports car in the world? Drop one of these clubs a note.

MGC Club

American MGC Register
34 Park Avenue
Asheville, NC 28803-2056

MGOC

MG Owners Club
Octagon House
Swavesy, Cambs. CB4 5QZ
England

MGB Club

American MGB Association
PO Box 11401
Chicago, IL 60611

T-Register

The New England MG "T" Register Ltd.
Drawer 220, Oneonta, NY 13820

MGCC

MG Car Club
Box 251, Abingdon, Oxon England

Octagon Car Club

36 Queensville Ave.
Stafford ST17 4LS England

MG Vintage Racers

35 Laurel Avenue
Clifton, NJ 07012

MGA Register

North American MGA Register
2455 Glenhill
Indianapolis, IN 46240

MGB Register

North American MGB Register
PO Box MGB
Akin, IL 62805

More Trivia

You're at a party, talking with people and someone joins the conversation with one of those obscure trivia items no one on earth but they would know. Now, YOU can throw one right back at them, possibly even confuse 'em so much, you won't be annoyed by some trivia buff for the rest of the party. Some of these you may know, others, probably not.

Answers in next month's Gazette.

What is the function of a radiator cap?

What is the function of a thermostat?

What is the function of a differential?

How are pistons cooled?

What is H2SO4? (Chemical)

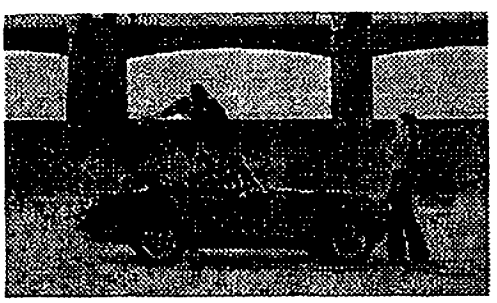
What is a gulp valve for?

What is a E.G.R. valve?
(not just what it stands for)

REGALIA

Let others know you belong to the BEST car club in the world! Get a Minnesota MG Group grille badge and put it on your car, your bike, your toolbox, whatever! Roger Karnopp has them for sale by mail at $11, or at club events for $9. Mail a check to Roger at 1295 Deerwood Drive, Eagan, MN 55123.

Cups, Coasters, Shirts, Hats,...Randy Byboth has a full selection of official MMGG regalia items available at all MMGG events.



MINNESOTA MG GROUP

MG COUNCIL NEWS
MG COUNCIL OF NORTH AMERICA

NOTES & NEWS

The MG Council of North America was founded to among other things, coordinate the schedules of events, to avoid date conflicts among it's member groups. At the latest meeting of the Council, at the Carlisle Import Show, it was clear that not all of the major North American MG organizations are forwarding to the council their convention dates for '94, '95, '96, etc. Without these advanced dates, the possibility of schedule conflict becomes all the greater. Many MG enthusiasts own more than one type of MG, and belong to more than one of the major North American groups and would like to attend multiple events.

.e next meeting of the MG Council of North America will be on August 19, 1993 at the 17th Annual University Motors Summer Party in Grand Rapids Michigan. The location will be the Grand Rapids Hilton Inn, 4747 28th Street SE (616) 957-0100 at 3PM. This is the host hotel for the Summer Party. All interested North American MG Registers, Associations, Centre's Clubs and non-affiliated clubs are urged to send a representative to this session. Snacks and other light refreshments will be provided.

MG COUNCIL NEWS is the newsletter of the MG COUNCIL OF NORTH AMERICA. It is published periodically and is provided to the member organizations and clubs of the MG Council of North America.

MAY 15th MEETING

On as perfect a day as possible, the MG Council of North America held its fourth meeting, at the MG Magazine booth, during the Carlisle, Pennsylvania Import/Kit Car Show on May 15th, 1993. At the session were representatives of three Registers and fifteen Clubs. The meeting started with a report from Mike Leckstein on the latest concerning the 1992 attempt to organize North America by the North American MG Car Club. Mike informed the group that he had been contacted by Ron Gammons, current head of the MG Car Club of the United Kingdom, and asked to serve as that groups attorney in the US. His brief is to officially wind up any outstanding legal and financial affairs of the North American MG Car Club on behalf of the British group.

Next Jerome Rosenberger, of the North American MGB Register, introduced to the Council, a proposal to hold the first North American All MG Convention. Plans are underway to get all of the five major MG interest groups together for a joint convention during the summer of 1996. Jerome will investigate the possibility of holding the event in Indianapolis, with all its motorsport history and central location, this was a first choice. If Indy proves impractical, alternative venues will be explored.

A committee made up of the following: Mike Leckstein-New England MG "T" Register, Dave Smith-North American MGA Register, and Jerome Rosenberger-North American MGB Register was asked to develop a "formal proposal" for the event (fix date, insurance financial obligations, statement of purpose, etc.) to be circulated to each of the five major North American MG Organizations. Since the American MGB Association and the North American MGC Register did not have representatives at Carlisle, would they please call Jerome at 1-800-NAMGBR-1, as soon as possible, to name a representative to the planning group. A more complete and detailed look at this event will take place at the Grand Rapids meeting on August 19th, and all groups are urged to see that a representative attends. The Thursday meeting at Grand Rapids, on the afternoon before the Summer Party formally opens, was scheduled to allow plenty of time for discussion of this first ever gathering of all of North America's major MG support groups as well as other business.

Groups represented at the Carlisle, Pennsylvania meeting included:

Connecticut MG Club
Eastern New York MG Club
Lancaster County(PA) MG Club
MGA 1600's Ithaca, NY
MG's of Baltimore
MG's of Chattanooga
MG Car Club-Central Jersey Ctr.
MG Car Club of Western NY
MG Motorists Group
New England MG -T Register
New Jersey Chapter T Register
North American MGA Register
North American MGB Register
NY/Conn. Chapter MG-T Reg.
Ohio Chapter NEMGTR
Southern British Car Club
Southern Illinois MG Club

Minnesota MG Group
Dave Stovall
155 Birnamwood Dr.
Burnsville, MN 55337

SAINT PAUL, MN 551
PM
9 AUG
1993

FIRST CLASS MAIL

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

93 PD

Minnesota MG Group

MGA MGB MGC Midget

AUGUST 15TH.
JOIN HOSTS JIM & JOLEEN LYMBURN, AND MIKE FUNCK & PAM SAVRE FOR A TOUR OF THE PLANES OF FAME MUSEUM WITH A FAMILY PICNIC TO FOLLOW!
SEE FRONT PAGE FOR DETAILS.