

# Minnesota MG Group Gazette

Monthly Newsletter of the Minnesota MG Group

April 1994

## April 30th Kevin & Carol Mahoney Host Drive, Tech Session And Shopping Spree

Join your fellow MMGG members for a fun and scenic drive to Kevin & Carol's place in Faribault, an in depth tech session including demonstrations of sand blasting, bead blasting, and painting, and a shopping spree to the Manufacturers Outlet Mall in Medford, and the Faribault Woolens Factory Outlet.

As an added treat, the "other" club Kevin and Carol belong to, The Metropolitan Club, will be attending this event with us. Here's your chance to see a unique and interesting automobile built in America with a British drive train.

We will meet at 10:00 AM in the PDQ parking lot on the South side of Hwy. 494/US Hwy. 52/Robert Street interchange (Exit 67). From 494 East or West, take exit 67, which is marked Hwy. 52, Roberts Street. We will start with a leisurely drive down Highway 3 to Northfield, then along scenic winding country roads (all paved Roger) to Faribault. We will end up around noon at the Mahoney's home at 510 SW 4th Avenue, Faribault. A ham and turkey lunch with soft drinks will be provided, but please bring a side dish to pass. This is a family event, kids are always welcome. Please call Carol or Kevin at 507-334-3905 to let them know how many will be attending, and what dish you'll bring.

An RSVP would be polite, but if you can come at the last minute and haven't called, please come anyway. Hope to see you there!

## MG 325i?

MG Magazine #52

Release from BMW of North America, Inc.  
BMW AG has made a purchase offer to British Aerospace for their 100% share in Rover Group Holdings Ltd. An agreement to this effect indicates a purchase price of \$1.2 billion. The document was signed by BMW and British Aerospace on January 29, 1994. The Board of British Aerospace has advised its shareholders of this transaction.

Rover Group Holdings Ltd. holds 80% of the shares in Rover Cars, Birmingham, and the rights in various marques with a long tradition, including MG, Rover, Land Rover, Triumph, and Austin. The Group also holds 20% of the shares in Honda UK Manufacturing Ltd. Honda Motor Europe Ltd., in turn holds 20% of Rover Cars. In 1993, Rover Cars produced and sold 430,000 automobiles and employed 33,000 persons worldwide. Together BMW and the Rover Group's sales amount to more than one million automobiles and more than 100,000 employees.

Commenting on the bid in London, Bernd Pischetsrieder, Chairman of the Board of BMW AG noted: "The Rover and BMW model ranges complemented each other well. Our differing regional strengths provide a powerful synergy. Now it is our objective to guide two independent and strong automobile manufacturers on a common route in a competitive world market."

Dr. Helmut Panke, Chairman and CEO of BMW (US) asserted: "BMW's acquisition of the Rover Group will not change existing plans for new products to be manufactured in our US plant in Spartanburg, SC. Plant construction and the hiring of production associates continues to be on schedule. The first BMW's made in Spartanburg and destined for world markets will roll off the line later this year."

BMW AG also reported that Rover Cars will fulfill its contractual obligations with existing partners. Accordingly, Rover cars will continue to build automobiles in cooperation with Honda.

In addition, Chairman Bernd Pischetsrieder issued the following statement: I would now like to present some of our considerations - that is from BMW's perspective - behind this offer. (MG Magazine has put some of the chairman's comments in bold face and discuss these selections at the end of the release).

In our long term strategic plans, we are confident that it makes sense to carefully expand the foundations of our business. We also assume that this expansion should be in our core business, the automobile industry. We believe that our current activities beyond the car business - above all our

majority share in BMW-Rolls Royce GmbH, now one of the leading manufacturers of aeroengines in Europe - are adequate.

We had two options to expand our business activities in the automobile industry: The first was to enlarge our model range step by step, entering segments for which our company has not yet entered. The other option was to look for a partner within the automobile world - a partner with a model lineup filling the segments we ourselves have not occupied so far. I would call the first approach the "slow route", the second approach the "fast route."

Carefully analyzing car makers all over the world, we found that the Rover Holding Group is an ideal partner for the second alternative, for the fast route to expansion.

The Rover and BMW model ranges complement each other. If I may say so, we are already more of a team than competitors in the world market. So, there is considerable logic for these two companies to form a merger.

Continuing the long heritage of both companies, we are now laying the foundation stone for an even more successful future for both partners in the international market. At the same time we wish to preserve our mutual heritage from which very specific brand and product features have developed over the decades. These again deserve our support, since both Rover and BMW cars benefit from their unique features and character. Indeed, we regard the independent management of both brands as the most important prerequisite for the future success of our products.

Another point is that BMW and Rover are already linked by a very long history of partnership. The very first car to bear the name BMW - the BMW Dixi launched in 1928, was based on a license from Austin, the license for the legendary "Austin Seven."

I believe it is therefore appropriate to quote one of the eye witnesses who was there in 1928 when the first Austin Sevens were delivered to BMW's plant in Eisenach: "It was like a blood transfusion. Suddenly everything started moving again. Everybody had the feeling that this is it. Everybody fell in love with the car immediately. And somehow, everybody knew that things would now continue." (Quoted from *The History of BMW*, written by Horst Monnich).

So, if you wish, BMW's very first automobile was an Austin.

Now our objective is to guide two independent and powerful automobile manufacturers - and I emphasize: two independent, powerful automobile manufacturers - on a common route through the future in a competitive world market.

Continued on page 5.



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**MEMBER APPLICATION &  
RENEWAL**

Membership dues are \$20 per member/family per year. Includes 1 year subscription to the MMGG Gazette.

Send \$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 Gazette are those of the authors and do not reflect official policies or opinions of the Minnesota MG Group.*



**MINNESOTA MG GROUP 1994 MEMBER APPLICATION / RENEWAL**

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CAR 2	YEAR	COLOR
CAR 3	YEAR	COLOR

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**DUES ARE DUE  
DUES ARE DUE  
DUES ARE DUE**

Have you heard? Dues are due. If you weren't fortunate enough to attend the planning meeting, or missed out on the Holiday Party and dinner following, it's 1994, and more that likely your club dues are due!

See the form above this article? Fill it out send Al Kelsey a check for \$20 and have one less thing to worry about this year.

Hey, Al's address is just to the left of this sentence so you can't use the excuse I did one year and say you didn't know where to send in your money. (Ed.)



**Technical  
Seminars**

John Twist (*hush*) of University Motors in Grand Rapids Michigan is once again hosting tech seminars covering all aspects of "hands on" maintenance on MG automobiles. Call John at (616) 245-2141 for more information.

**New  
NAMGBR  
Chairman**

MG Magazine No. 51

Rick Ingram, of St. Joseph, Illinois was elected chairman of the North American MGB Register at their recent annual meeting. Ingram has some big shoes to fill as the retiring chairman is none other than John Twist, one of the founders of the organization. Under Twist's leadership, the new NAMGBR has seen significant growth. Other major officers in the organization, continue in their posts.

The North American MGB Register can be contacted at:

NAMGBR  
P.O. BOX MGB  
AKIN, IL 62805  
1-(800)-NAMGBR-1

**CALL  
THEM  
TODAY!**

# Around The Bend

Upcoming events around the Twin Cities and the nation! MMGG events are shown in **BOLD** text. Please check with host of event for any scheduling/meeting changes.

## April

Apr. 8-10 - Kimber Festival, Syracuse, NY, The New England MG T Register.

Apr. 9 - Moss Motors "Spring Classic" All British Meet, Goleta, CA (800) 236-6954.

Apr. 30 - Kevin & Carol Mahoney host a tech session and shopping spree in Faribault.

Apr. 30 - Britfest '94. British Car Show & Flea Market. Moss Motors, Dover, NJ. Richard Miller (908) 735-5417.

## May

May 13-15 - Import & Replicar Show & Flea Market, Carlisle, PA (717) 243-7855.

May 21 - All British car Show, Ardmore Park, Sparks NV. Reno MG Club. (702) 826-0825.

May 21 - Flying Cloud Air Museum Tour & Drive, hosted by Jim & Joleen Lymburn. (Maybe we'll see the planes this year John)

May 27-29 - Champagne British Car Festival, Urbana, IL. Rick Ingram (217) 366-5428.

## June

June 5 - University Motors Early Summer Picnic, Grand Rapids, MI. (616) 245-2141.

June 10 - 5th Annual Heartland MG Regional Car Show, Independence, MO. Larry or Kathy Dickstein (816) 356-6053.

June 16-19 - Moss Motors British Car Festival, Buellton, CA. (800) 235-6954.

June 18 - John & Cindy Eaton host a drive and dinner in and around the Wabasha area. (Film location for "Grumpy Old Men.")

June 23-26 - North American MGB Register Annual Convention, Washington, DC. The Madson's and Henle's have already made

reservations, give one of them a call to join them on this fun filled trip to our nations capitol.

June 22-26 - GOF Mk 58, Syracuse NY. The TD Challenge; The search for the best TD in the WORLD! The New England MG T Register.

June 23-26 - MG '94, Dulles Airport Marriott Hotel, Washington, DC. MGCC Larry Berger (301) 428-0264.

June 24-26 - SVRA. MG is the featured car at Mid-Ohio Sports Car Course. Barbara Trueman (614) 876-3203.

## July

July 6-9 - GOF Central, Inn of the Ozarks, Eureka Springs, AR. Richard Holmes (918) 627-4400.

July 14-31 - MG Stampede. The trip begins at Calgary in Alberta, goes over the Rockies to Vancouver, and ends in Seattle. Spaces for A,B,C, and Midgets in addition to the T types and vintage MG's. The New England MG T Register, (607) 432-6835.

July 17 - Enjoy a beautiful drive down to Red Wing for "River Days." Join hosts Dan & Jeanette Shidla, and Mike & Pam Funck for this first time event.

July 21-24 - GT 19, NAMGAR (North American MGA Register) Annual Get-Together. Winston-Salem, NC. Pieter Korvink (704) 846-6606.

## August

Aug 3-7 - Vintage Triumph Register Convention, Asheville, NC.

Aug.5-7 - Third Annual Southeastern MG Festival, Belleview Mido Resort Hotel, Clearwater FL. Bruce Rauch (813)576-9474.

Aug.12-14 - MGC Register's CBA, MKXIV, Toronto, Canada. Keith Holdsworth (416) 889-4028.

Aug. 18-21 - University Motors 18th Annual MG Summer Party. John Twist, Grand Rapids, MI (616) 245-2141. (Rumor has it the Kelsey's are planning another trip to Michigan this summer wanna tag along? You' won't see more MG's in one place till 1996)!

## September

Sept.8-10 - GOF Mk 59, Trumbull, CT, New England MG T Register. (607) 432-6835.

Sept. 10 - Wheels & Wings, Osceola, WI. Cars, Books, Planes, Trains, Tractors, Arts & Crafts, and hopefully better weather than last year! The MMGG won 2nd place for best participation by a car club in 1993, let's see if we can make a first place showing this year. Hosted by Randy Byboth.

Sept. 17 - Moss Motors "Fall Classic" All British Meet, Goleta, CA. (800) 236-6954.

## October

Oct.5-8 - Hershey, PA, AACA Flea Market & Show.

Oct.9 - Fall Colors Tour. Join us for the true beauty of Minnesota in the Fall. Hosted by The Stovall's & Wilkins.

## MMGG Marketplace

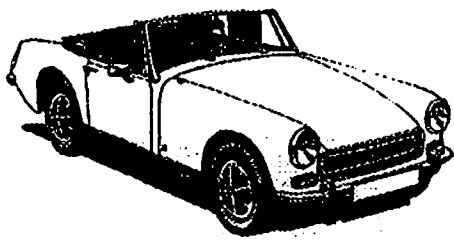
Enclosed is a \$20 check for the renewal of my MMGG membership. I believe my membership lapsed last fall. I have very much missed the newsletter each month since the membership expired. Also I'm in need of the MG Marketplace because I have accumulated too many MG parts. This winter I had ambitious plans for restoring 2 sets of 1971 MGB spoke wheel suspensions. Instead, these rare and potentially valuable goodies have to be sold (as is). Reluctantly, I would like to place the following ad in the next Gazette:

FOR SALE - Two sets of 1971 MGB spoke wheel suspension systems with wheels and one MGB transmission. John Wold 439-6714.

Thanks to you, Dave Stovall and the other active club members, for your good work on the organized events, and the great newsletter.

Wanted - Factory Option chrome luggage rack in good condition for 1977 MGB. Al Schultz (not Schmidt)429-5745.

Wanted: Articles, anecdotes, pictures, suggestions, experiences, fabrications, myths, fables, or just plain bull--- to add to our newsletter, your newsletter. Get another sports car? Great vacation? Let us know what's happening in your life.



## Rearview Mirror

John Stebner

The "MG Club" newsletters for June and July 1987 were very brief.

June - A short report on the recent Jaguar Club All British Car Picnic, described as a "smashing success." (The beautiful exhaust note of the Midnight Blue Aston Martin we followed on the drive to Red Wing stayed with me for days). Information about the up-coming Fathers Day Car Show was also given.

July - Just a note giving details about the up-coming July Th. tech session to be held at John & Cindy Eaton's home.

In August of 1987, the first of two newsletters reported on the July tech session. Valve adjustment, carburetor synchronization, and general tune-up information was demonstrated. "Every car worked on, was able to leave the garage under it's own power."

Details were announced for a drive and dinner scheduled for August 7.

The second newsletter confirmed the success of the event. Dinner was at the Classic Motor Company Restaurant. Details were given for a planned Sunday drive followed by a picnic with the MG T Register at Mark Brandow's home.

"Rambling On" this month was written by Al Kelsey who recounted his obsession to own a 1970 British Racing Green, wire wheeled MGB Roadster. Al had previously owned such a car and wanted to bring back some "Happy Memories". Al didn't buy a MG that day, but he now drives a 1970 BRG wire wheeled MGB Roadster. Do you remember your MG search?

## Cool Runnings

John Eaton

No, not the movie about the Jamaican Bobsled team, but rather another oxymoron, a cool running MGA. Over the past ten years or so, I don't think there's much I haven't tried in an effort to get the old "A" to run less warm on a hot day. In the latest issue of "Moss Motoring" a new product called "Water Wetter" has caught my attention. And I quote, "This amaz-

ing cooling system additive improves the heat transfer from the coolant in your engine, to the exposed metal in your radiator - cars using Water Wetter have run a full 10-20 degrees cooler than normal." Wow! I could hardly get to the phone fast enough. Yep, I called Moss today and a bottle of the stuff is on the way. I'm already picturing myself idling in a traffic jam on a 95 degree day with the temp gauge reading a stress relieving, rock steady 180, and thinking isn't technology marvelous? If you have an "A" and it doesn't have a tendency to run warm, especially at idle, consider yourself very lucky, or possibly your temperature gauge is malfunctioning. The following is a list of observations, theory's, probable causes, attempted solutions, and a few really bad ideas that I've encountered over the years, while trying to make my MGA run just a little cooler.

Observation • MGB's typically run much cooler than MGA's.

Theory • Air flow and size of engine compartment conspire against the "A". Have heard others theorize that the grill of a MGA acts more like a wind deflector than an opening for air to pass through, and the engine vents on the cowl are in a high pressure area and tend to draw air in, instead of expelling hot engine air.

Observation • MGA's run warmer when driving with the wind, and run cooler when driving against the wind (no kidding).

Theory • More air flow through the radiator when driving into the wind. (The obvious solution here of course is to make sure you only drive into the wind on hot days, or if that isn't practical, just make sure you only drive down hill).

Probable Causes • If your MGA runs consistently hot, even on moderately warm days, some obvious things you may want to check are: binding brakes, obstructed exhaust system, low tire pressure, low coolant level, incorrect ignition timing, carburetor mixture too lean, blown head gasket, or something as simple as a slipping or missing fan belt.

Observation • Installing a "summer" i.e. cooler 160 degree thermostat, or removing the thermostat does not help the MGA run cooler on very hot days.

Theory • Even an "A" with a cooling system in excellent condition will run warmer than its thermostat on hot days.

Observation • The higher your speed, the higher the temp.

Theory • Even though higher speed must flow relatively more air through the radiator, the engine is apparently generating more heat than the cooling system can dissipate.

Attempted solution • Reverse flush

radiator and have block power flushed.

Theory • Getting rid of 25 or 30 years of rust, scale and casting sand will allow more coolant to flow through the radiator and engine block and improve the systems heat dissipating capacity.

Result • Surprisingly, no improvement!

Attempted solution • Add bonnet to radiator seal. Missing by now on almost all MGA's, this is a little known horse-hair strip that is supposed to be glued to the underside of the bonnet to form a seal between the top of the radiator and the bottom side of the bonnet.

Theory • Forces air to flow through the radiator instead of over the top of it.

Result • Negligible

Attempted solution • Add an oil cooler.

Result • No detectable improvement.

Theory • Beats me, sure seems like cooler oil would result in a cooler running engine, but in my case, it did nothing to decrease the coolant temperature.

Attempted solution • re-core radiator with a new, modern style radiator core.

Result • Even though the "Good Ol' Boy" at the radiator shop said "She'll never run warm now," the result was the "A" actually ran warmer with the new modern core than with the dirty 25 year old original.

Theory • Decreased air flow due to closer spacing of the cooling tubes and fins. Even though there is more heat dissipating surface on the modern core, the relatively weak air flow on MGA's doesn't allow the heat to be carried away.

Attempted solution • re-core radiator with new original style core.

Result • BIG improvement! The single most effective attempted fix I've tried.

Really Bad Idea • Reverse the fan blade.

Theory • maybe some idiot installed it backwards at some point and the fan is actually pushing air into the radiator instead of pulling air through it.

Result • Surprise! It doesn't matter, installed either way, it will still draw air through the radiator.

Really Bad Idea • Crack the crankshaft on your MGA, necessitating a complete engine rebuild. I'm speaking from experience now.

Procedure • Engine gets completely disassembled, to allow hot tanking at the local machine shop. Then a trip to the car wash, armed with special engine cleaning brushes to thoroughly scour every port and passageway.

Result • An empty bank account, plenty of skinned knuckles, and a lot of fun, but unfortunately, a motor that still

likes to run warm on a hot day. It doesn't overheat, but I still can't escape the uncomfortable feeling of watching the temp gauge climb to 200 degrees during periods of prolonged idling on hot days.

Another potential fix might be to mount a switched or thermostatically controlled electric fan to the front of the radiator. I've seen it done, but can't comment on the effectiveness. (From what I've read, electric fans might not work on positive ground electrical systems).

One final theory I absolutely can't prove, is the change to vertical slats on the MK II grille was not made for cosmetic reasons, but rather was an attempt by MG to improve air flow through the radiator.

Will "Water Wetter," Moss part number 220-116 solve my overheating problem? Stay tuned, I'll let you know provided we get a hot day this summer.



## 1994 SECOND ANNUAL RACE FOR THE CURE/ TWIN CITIES

Sherrill Carlson is a volunteer for this event to help in the fight against breast cancer. The Race for the Cure will include a 5K run through Edina and a 1K fun walk around the perimeter of Southdale. It will be held on Mothers Day. The Saturday evening before the race there will be a Pasta Party hosted by The Olive Garden Restaurant. (Need those carbohydrates for the 5K.) The entree fee is just \$10.

For more information contact:  
Race For The Cure  
PO Box 27227  
Golden Valley, MN 55427-0227  
612-546-3555.

## Thunder Bay

The Thunder Bay Vintage Sports Car Club has invited all members of the MMGG to their 4th Annual Lake Superior Vintage Sports Car Rendezvous June 3-5, at the Nor'Wester Resort Hotel, Thunder Bay, Ontario, Canada.

This event was first organized and held in Thunder Bay in 1991 with the support of the Manitoba Austin Healey Club. Local efforts, on the parts of a few enthusiastic sports car owners, yielded

a great week end (even though it rained) with 37 cars registered. This initial meet generated enough interest that the Thunder Bay Vintage Sports Car Club, currently with 34 members, was formed in the year that followed.

Our American Austin Healey guests had such a great time that they decided to host the event in 1992 in Duluth, MN and then again in 1993 in Bayfield WI., now the tradition continues.

Participation has increased each year and with the T.B.V.S.C.C. hosting in 1994, the meet has been expanded to attract other marques as well as Austin Healeys. This is promising to be the largest collection of vintage sports cars ever assembled in Thunder Bay.

This year's event offers a little something for everyone. Driving events, fun events, excellent meals, a cruise, blue grass music, a historical tour, prizes, awards and best of all, great hospitality.

See you in June!

Glen Paterson

President T.B.V.S.C.C.

PS. As an Austin Healey owner, I personally challenge all other A.H. owners who have a Triumph, MG, Morgan, Jaguar, or whatever tucked away, to dust it off and drive "the other sports car" to this event - it could be a whole new experience. Call me if you have any questions at 807-475-9729.

*Editors Note: This event was mentioned to me recently and it sounds like a great time! Several members have shown an interest in attending. It was also mentioned that maybe we could make it a "Guys Weekend" event. As much as the women in our lives love us, and we them, there are times when they (and we) need to be apart. Besides, men to be with other men to brag and b.s., because the women in our lives have heard it all before. And the women would like us to go away sometimes anyway. The plan is to leave the cities, on Friday June 3rd spend the day at the Thunder Bay Vintage Sports Car Club Event, and return Sunday June 5th. If you would like to join us for this event, please contact Dave Stovall at 894-4203, or Jim Lymburn 780-9241 at for more details.*



## MG 320i

Cont. from pg.1

Obviously we are looking forward in particular to the temptation and opportunity to reinstate in the coming years some of the great British automobile marques so renowned in the past.

In conclusion, allow me to underline one point, even though it is quite obvious to us. In this new scenario Rover Cars will naturally continue its agreements with Honda in every respect. We have agreed with the management of Rover that all contracts with Honda as the minority shareholder in Rover Cars will remain in force as they are. **This also applies to all projects already agreed for the future.**

The following is the MG Magazine opinion:

We welcome BMW to the MG scene. Perhaps the most important consideration is their commitment to quality motor cars. BMW's can claim fierce owner loyalty due in large part to the high standard of production. Rover and Sterling certainly lacked in that department.

Second, they have a highly developed dealer network in North America. One reason often guessed at for the lack of plans to bring any new MG to North America was the absence of an established chain of dealers. BMW is widely represented by a fine group of outstanding dealers who, we sincerely hope, would be delighted to market a cheap and cheerful soft top two seater to the greatest group of automobile enthusiasts in the world... the MG enthusiast.

Third, BMW is building a production facility in South Carolina. Since the USA has always been MG's best customer, just maybe the new MG could be built there. Stranger things have happened. Stay tuned as the saga continues. MG is still breathing!

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# 1994 SPRING "KICK-OFF" BRUNCH HUGE SUCCESS



Some of the more than 50 people who attended the 1994 Spring Kick-Off Brunch.

For those of you who missed it, the 1994 Minnesota MG Group Spring "Kick - Off" Brunch was a huge success with more than 50 people attending this years annual event.

As in years past, we met at Toby's On the Lake Restaurant in St. Paul for the brunch. The food was great, as was seeing old friends and making several new friends.

Many people came by to find out who the Minnesota MG Group is, and what we are all about. I even spoke with some people who were in the restaurant, not attending the MMGG brunch about MG's! Seems like we run into MG people no matter where you go.

The MMGG is truly turning international as we now have members from England and Ireland.

If this event is any indication of our members desire to attend events, we should have a very successful 1994 driving season. So get out there this year!

And speaking of the 1994 season, the MMGG has selected several NEW events to host, so we hope to see all of our membership attending not only Minnesota MG Group events, but our sister car clubs events as well. How about a late New Year's resolution? Try to make it to as many MMGG events as possible this year. We need you out there with us, there's strength in numbers and besides, you'll have a great time. . . Now if we can just get the weather to cooperate, and our cars.

Hope to see YOU and your car out there .

MG's Forever

Dave Stovall

Minnesota MG Group

## 1993 TREASURY REPORT

As most of you know, Al & Sharon Kelsey are the Minnesota MG Group Treasurers, and I would like to personally thank them for their dedication to this job over the years. Al & Sharon, thank you for such a great job in "keeping the books" for the MMGG.

### 1993 Income:

Badge Sales .....	\$52.00
Ceramic Sales .....	\$231.60
Embroidery Sales .....	\$26.00
Memberships .....	\$1940.00
Newsletter Ads .....	\$30.00
Shirts .....	\$15.00

Total Income ..... \$2,294.60

### 1993 Expenses:

Ad - Expense .....	\$111.28
Bank Ser. Chg. ....	\$57.27
Ceramic Costs .....	\$122.60
Holiday party .....	\$114.65
Food at Events .....	\$193.66
Meeting Expense .....	\$47.93
Postage .....	\$366.27
Printing .....	\$101.93
Prizes .....	\$52.57

Total Expenses ..... \$1,168.16

Balance (2-6-94) ..... \$1,126.44

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space to store those  
important things?



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## What's in a Name?

Dave Stovall

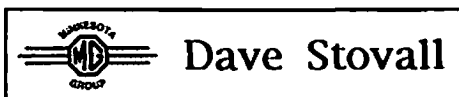
I don't know if you suffer from the same malady that I do or not, but I have always had a hard time remembering people's names. Faces are pretty easy to recall but I have a heck of a time placing names with the faces I remember.

As some of you know, the "original" members of the MMGG, wear a name tag to events throughout the year. Maybe you've seen them. A clear plastic badge holder with a blue card with a copy of our logo and the members name. Functional, but rather crude.

If you forgot to take off the name tag, and drove with the top down, the only person who would know you belong to the MMGG was the person who picks up trash along the highway 'cause the name tag would self destruct in winds over a subtle breeze.

I have contacted several companies who make custom made name tags and surprisingly, a high quality name tag for our members would only cost \$5.00 each!

Our name tags would be made of high impact, virtually indestructible plastic and engraved with the MMGG logo and the members name. It would have a sturdy pin backing so it wont come loose in the conditions we all like to drive in, top down.



This is the style name tag that we are considering. Simple, yet classy.

The size of the name tag would be about 1-1/2" high by 3" long, in a neutral color, to go with whatever you're wearing.

To guarantee this price we need an order of at least 25 name tags.

Please let me know if you'd like to add your name to the order, delivery will be 4 weeks, just in time for the June event.

April 1994

## Cruisin' The Capital

Larry Henle

MG '94, "Cruisin' The Capital" is the 3rd Annual North American MGB Register's National Convention, to be held this year in Washington, D.C. .

The main reason I'm writing you is that I would love to see a good group of Minnesota MG'ers attend the convention. So far the Madsen's of Sauk Centre and the Henle's of Marshall have made the commitment to attend. . .be nice to see about ten cars traveling east together. For those who have not attended a national convention, I would like to say that it is an experience that you will remember for a lifetime and loads of fun. You will meet people from all over the United States and Canada.

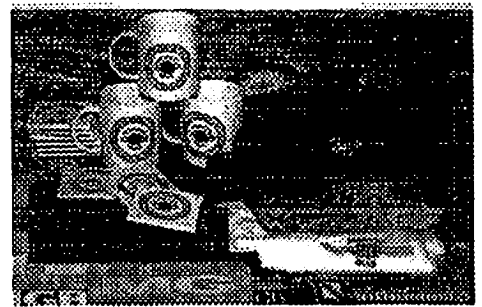
Right now our plans call for the Henle's and Madsen's to leave Minnesota early on the morning of Sunday, June 19th, leisurely traveling east, taking the scenic route, arriving in D.C. on Wednesday afternoon June 22nd. Then doing everything there is to do at the convention until Sunday the 26th when we plan to attend the British car Day. From what I hear, the British Car Day is well worth the trip with more than 800 cars, of all marques, tons of vendors, and a super flea market.

If anyone has any thoughts at all of going, or has any questions, I would be very happy to talk to you. My phone number at work is (507) 537-1551 and at home it's (507) 532-6425.

HOPE TO SEE YOU. . . REALLY ITCHIN' TO GET THE MG ON THE ROAD FOR ANOTHER SEASON.

Safety Fast!

Larry Henle  
605 Paul St.  
Marshall, MN 56258



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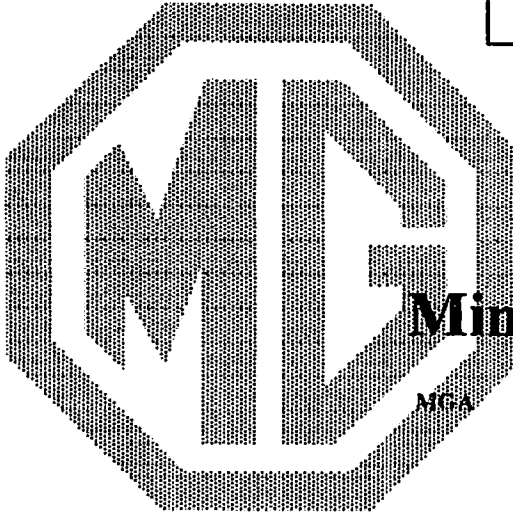
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