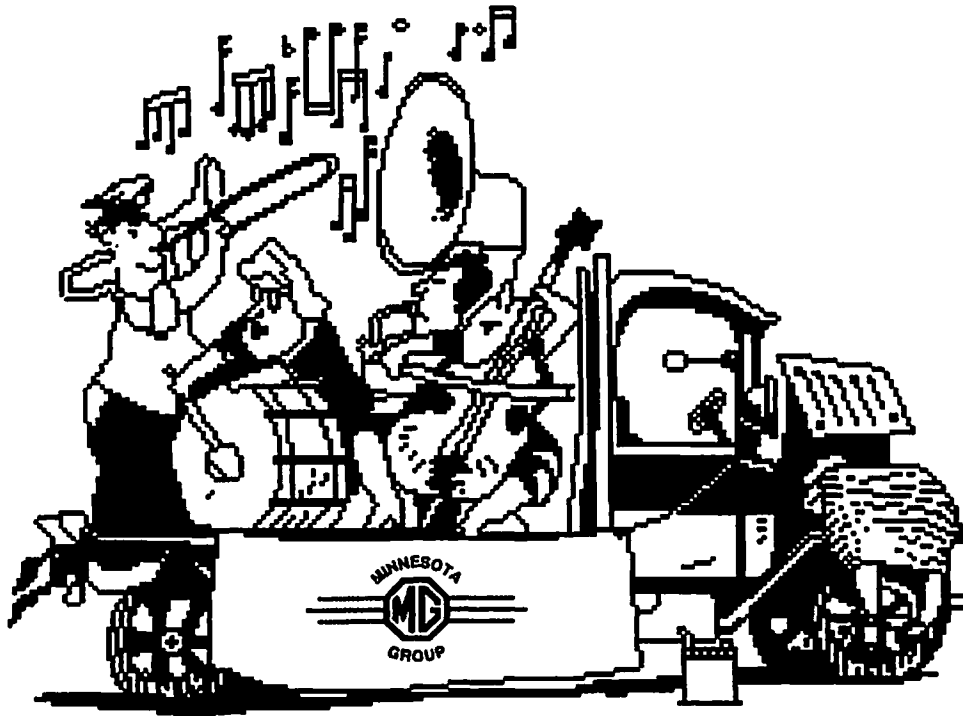


Minnesota MG Group Gazette

Monthly Newsletter of the Minnesota MG Group

September 1994



JUMP ON THE BAND WAGON

Yes fellow MMGG'ers, it's that time of year all the members of the Minnesota Triumphs dread, WHEELS & WINGS. They think every year they'll have more cars at this event than us, and so far we've beaten them every year. *Last year I even helped push start a reluctant TR3, to help them field another car against us, to no avail.* Since I'm a Cheers fan, guess you could call us the Gary's Old Town Tavern of Wheels and Wings, and the Triumph Club, the gang at Cheers. Now don't let this bragging lull you into complacency, we need you to join us for this event. We have a responsibility to the public, they expect us to have 30 or 40 cars there, and so do I. In fact, I'll go one better, I challenge you to bring your car to Wheels & Wings. Needless to say, I take this event personally, we have always had an excellent turn out and I hope the tradition continues. With your help, it will. I don't care if your MG is rusty, dirty, or missing major body parts, bring it and park with us in the MG "Field of Dreams," Right next to the Classic Motorbooks Warehouse, in the shadow of "Triumph Hill."

"I found out why Triumph Hill is so important to the Minnesota Triumphs, they park up there so they don't have to push their cars to start them for the drive home!" Ed.

Enough harassment of our sister club, Classic Motorbooks opens its warehouse to huge savings every year at this event, and the entire city of Osceola welcomes you with events for the entire family. Of course there's the car show with over 400 entrants last year from antique farm machinery to hand built Palm Beach Concours winners, and just about everything in between.

The city also hosts a huge craft show and community festival with carnival rides and antique train rides downtown with shuttle buses running continuously from Classic Motorbooks. There is also a fly-in breakfast at the airport.

Because of the less than ideal weather last year, we didn't get a chance for a group picture in front of the MMGG banner, we will attempt it again this year, upon arrival.

SYNCHRONIZE YOUR CALENDARS, 8:00 AM SATURDAY SEPTEMBER 10TH, WE WILL MEET IN THE PERKINS PARKING LOT ON THE SOUTH EAST CORNER OF THE INTERSECTION OF SNELLING AVE. AND HWY. 36 IN ROSEVILLE.

Your host, Randy Byboth will have a trivia questionnaire to test your skills on the way, with prizes for the winners.



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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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ANNUAL MEMBERSHIP IS JUST \$20.00

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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.

September

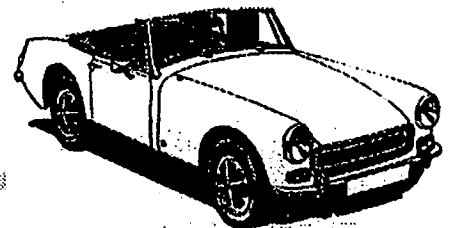
Sept. 8-10 - GOF Mk 59, Trumbull, CT, New England MG T Register - (607) 432-6835.

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. 9 - Fall Colors Tour. Join us for a drive in the leaves and enjoy the true beauty of Minnesota in the Fall. A yearly favorite. Hosted by The Stovall's & Wilkins.



MG

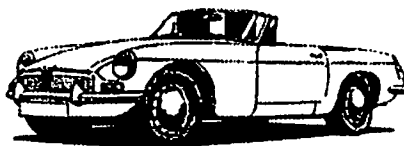
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SHOCK LINK (New or Rebuilt).....	25.00	
BRAKE CALIPERS.....	\$85	
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MGA, Midget 1956-67.....	\$125	
MGB, Midget 1968-80.....	\$65	
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BODIES REBUSHED		
and new throttle shafts.....	\$45 each	

Prices shown are for Exchange or Yours Rebuilt (5 day turnaround). Core charges apply if items are ordered prior to (and are refunded after) our receiving your old units. Shipping & Handling \$5.00 per item. (MGC calipers \$110 each)

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all sports car meet.

What to do now:

Plans for the 5th Annual Lake Superior AH Meet have been ongoing since Jan. of 1994. 30 rooms & a hospitality room at the Edgewater Hotel in Duluth have been booked. Many events have already been planned.

It may be possible that plans in Duluth can be changed to accommodate an "All British North Country Meet."

Another possibility is for the Healey Club to host the all Healey meet as planned and the "All British Meet" to start at another site at a different date in 1995 hosted by another club.

A Proposal for "All British North Country Rendezvous."

Purpose: The purpose of the meet will be to provide a common meeting place for all owners of British cars in the upper Midwest and Canada to enjoy a weekend in a North Country setting. Fun and inter-marque togetherness are to be the hallmark.

Site: The meet will be rotated amongst many different sites in the north country. A rural "woody" resort area is preferred. Examples are Lutsen, resort areas in the Brainerd lakes area, Telemark Ski Resort in cable Wisconsin, Quadna in Grand Rapids area. From a Twin Cities perspective, we must go North! Duluth-Thunder Bay or possibly Winnipeg are the only large metro areas allowed.

Hosts: Every year one of the British car clubs will act as host and do all the planning - other clubs are expected to volunteer to help work the events. However the prime responsibility for the quality of the meet rest with the host club. Each of the below listed clubs that will attend in numbers will be expected to take their turn hosting a meet.

Possible host clubs are:

MN AH Club, MN Triumphs, MN Jaguar Club, MN MG "T" Register, MN MG Group, MN Morgan Club, WI AH Club, Manitoba AH Club, Vintage Sports car Club of Thunder Bay, MN Lotus Club, British Iron Society of Fargo. Some of the smaller clubs may want to work together to host.

Meet Guidelines: Every year the meet will have some common required components. This will assure a sense of continuity from year to year. Some events will be optional to allow for some creativity by the host club and will keep the meets fresh. I would propose that we require a Friday evening hospitality, a Saturday car show with popular voting, a Satur-

day evening meal/banquet with awards from national and local vendors. Saturday morning and early afternoon, and Sunday morning will be open for individual driving events like a rally, tour, funkahna, gymkahna, autocross, etc. This will allow enough discretion to fit into the strong points of the local resort. However it has always been a tradition of the "Lake Superior Meets" to have homemade trophies for the popularity car show and I think this should continue. This will also allow for creativity. Store bought trophies are expensive and boring.

Date: I believe the date should be the same every year for the sake of continuity. I would propose the weekend after Memorial Day be adopted.

Name: I have proposed a name, but the name is subject to discussion. What's your suggestion?

Fees: Registration fee must be kept to a reasonable level, say in the \$25 range. The Saturday evening banquet should be reasonable also. Hotel catering is most times suspect, so outside caterers must be considered. We must remember we have a wide range of clubs and people involved, fun need not be expensive.

Insurance: Here's an area where I have concerns. We must have insurance, and need to find a way to secure it and factor the cost into the registration fee. Any suggestions?

Conflicts: Just how this fits into the scheme of things in the local Twin Cities British car scene is not known to me now. Since this meet will be an inter-marque event what would the other inter-marque events look like?

I propose the following:

Spring (April) Intermarque Banquet.
Summer (June) All British North Country Rendezvous.

Fall (Oct.) Fall Colors Drive.

Other Factors: I would propose that this be an all British car meet. I would not favor a cap on enrollment. Meet hotels should have a capacity from 50 to 80 rooms in the area. Late sign ups may have to rough it on their own. Encourage early registration.

The above presentation is to be used as a basis for discussion. It however does reflect the ideas of the Minnesota Austin Healey Club. Let's talk about it and let's work together to solve the conflicts.

This was given to me by Tom Politiski of the AH Club, it's something we as a club need to discuss. Let's plan a business meeting soon to hash this over. Ed.

FOR SALE - 1968 MGB-Needs somebody work and mechanical. \$2000.

I will fund mechanical project and do body myself or trade for completed restoration of MGB, 1965-1972. Dave Wheeler 371-9209.aso.

FOR SALE - 1980 MGB Roadster. Bright Yellow. 40,000 orig. miles. Stored winters, no rust, car is in excellent condition. \$8200. J. Cook 631-0406.jja

FOR SALE - 1974-1/2 MGB-GT. Good car. 1969 MGB-GT, V6 conversion, 1/2 finished. 1960 MGA Roadster. Half of restoration completed. Short on space and time if not money. Would like to sell one or two. Veri Wilkins 935-1608.jja

WANTED - 68 or 69 B'-GT dashboard, seats and most interior trim in very good condition. Also need MGC tachometer. Have parts to trade or will purchase. Veri Wilkins 935-1608.jja

FOR SALE - 1977 MGB. 75,000 Original miles. A little rust. Runs Good. Interior in pretty good shape. New alternator, new top. Has roll bar, luggage rack and nice stereo system. Please call 866-4785, leave a message, or call 218-485-8819 and ask for Kim. Firm price of \$2500.son

All British Car Meet

Lake Superior Austin Healey Meet
History of Meet:

1990: Glen Paterson & Tom Politiski meet at Conclave (National Austin Healey Meet) in Rockford Ill. Glen calls Tom in the fall with plans for a meet.

1991: In June, Healey Clubs from MN, WI, and Winnipeg go to Thunder bay. Glen allows some British cars from Thunder Bay to attend.

1992: MN Austin Healey Club hosts 2nd Annual Lake Superior AH Meet in Duluth.

1993: WI Austin Healey Club hosts 3rd Annual Lake Superior Meet in Bayfield WI.

1994: Glen Paterson & Thunder Bay Vintage Sports Car Club host an

1994 Wheels & Wings

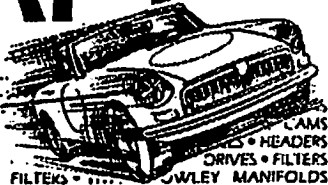
Randy Byboth

Our Annual tour to Osceola is coming soon. This is one of the biggest events for the MMGG, with sports cars, street rods and some American Classics. Also Classic Motorbooks book sale, a craft sale downtown, and the air show last year that included two Harrier jets that flew vertically and backward.

After a day in the sun, some of us will stop at Crabtree Kitchen for dinner or home made pie and MG talk.

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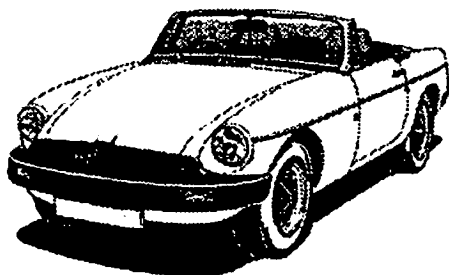
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British Car
MAGAZINE



Minnesota MG Group

To All Interested MG Clubs, Organizations, Advertisers and Individuals...

We are proud to announce the intention to publish in late 1994-early 1995:

THE MGB DRIVER'S YEARBOOK

It is envisaged that the yearbook will be approximately 200 pages, printed on high quality glossy stock, the same size as the award winning "MGB Driver" magazine (i.e. 8" x 5") with a full color cover.

It is hoped to include within the contents of **THE MGB DRIVER'S YEARBOOK**:

- Worldwide results of concours & car shows at every major meeting featuring MGBs, Midgets and 1100s held in 1994.
- Individual club/organization activity reports summarizing activities and achievements in 1994.
- A selection of high quality photographs supporting the above.
- Feature articles on the history and development of the MGB.
- Potted personalities of the people involved in the creation and maintenance of the MGB showing their contribution to this remarkable car.
- MGBs in competition—a review of the year.

• Rare factory information included in a section detailing how the MGB was built at Abingdon with exclusive factory photographs, diagrams, plans, etc.

• A selection of the latest technical hints and tips to better maintain your MGB.

• Details and addresses of all responding MGB clubs and organizations.

• A comprehensive bibliography and videography of material pertaining to the MGB.

WHAT CAN YOU DO TO HELP?

All clubs and enthusiasts are invited to send material for possible inclusion in **THE MGB DRIVER'S YEARBOOK**, including reports, text, articles, photographs and results of any concours events, rallies, etc. The cover photograph of this first exciting edition of **THE MGB DRIVER'S YEARBOOK** will be chosen from a photo competition the

theme of which is to depict the spirit of the MGB—Britain's most popular sports car.

It is envisaged that if enough advertisers support the venture—we will be soliciting advertisements worldwide—then the retail cost, is likely to be extremely modest.

We are soliciting your reaction to **THE MGB DRIVER'S YEARBOOK** and enquiring whether you can assist in any way to help bring this project to fruition.

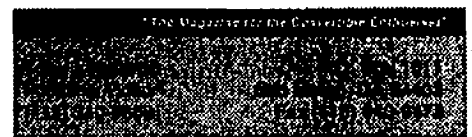
This annual will be a 'first' and with over 512,000 MGB's produced from 1962 to 1980, the successful Heritage MGB bodyshell program, and the launch of the MG RV8, **The MGB Driver's Yearbook** is sure to find a receptive audience in all countries where the MGB is to be found.

THE MGB DRIVER'S YEARBOOK will be published by MG Publications, with the cooperation of the North American MGB Register, a non-profit organization dedicated to maintaining and expanding interest in Britain's most popular sports car—the MGB—and with the support of the MGB Register of the MG Car Club of England, the original factory supported MG organization, established in 1930.

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Laws for British Cars

Most of us are familiar with the physical laws thought up by Sir Issac Newton, the guy who discovered gravity. He said things like "For every action there is an opposite and equal reaction," and if you sit under a tree long enough, an apple will eventually fall on your head, provided you're sitting under an apple tree."

Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large protective headgear.

Newton's Laws made sense for hundreds of years and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was needed.

Many distinguished scientists have worked their entire lives to try and figure out why British sports cars never seem to obey any scientific laws known to man.

These eminent men, with names like Morris, Healey, Leyland, MOWOG and Murphy, shook the scientific community when they published their new theory of mechanical behavior called "Laws for British Sports Cars. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. Laws of Peculiar Random Nomenclature

"The name of a British sports car shall consist primarily of letters and numerals, with said letters and numerals chosen in random fashion so the vehicle's name is wholly devoid of meaning."

This law explains why British cars always have incomprehensible names like MGB/GT, or worse yet, XKE!

2. Law of Cryptic Instructions

"Any book, manual, pamphlet or text detailing the maintenance, repair, or restoration of a British sports car, shall be written so that at least every fourth word will be unknown to the average reader, even in England. Abroad, the standard shall be every second word. In the event that any

portion of the text is understandable, the information contained therein shall be deemed incorrect, or not pertaining to the model of your vehicle.

"Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: "Before rebushing the lower trunnion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner." All attempts to publish the English language version of this manual have failed."

3. Love of Hardship Law

The more a British sports car malfunctions, breaks, and or falls apart, the more endearing it becomes to the owner.

You buy a British sports car. You have had it a year and a half and have replaced everything on the car at least twice. When the engine is started, it sounds as if someone has thrown a hand full of ball bearings into a blender. But when someone offers to buy it, you are so offended because it is like part of the family, and besides, it's so much fun to drive a British sports car that owners often stare into space and smile stupidly. This is referred to as "The Foolish Person Syndrome."

4. Law of Non-Functional Attributes

"All British sports cars, regardless of condition or age, shall always have at least one system or sub system of components which is entirely non-functional, and cannot be repaired except on a semi permanent or semi functional basis.

"The famous Lucas Electrics Law."

5. Recently Discovered Component Failure Law.

Any component of a British sports car which is entirely unknown to the owner shall function perfectly, until such a time were the owner becomes aware of the component's existence, whereupon it shall instantly fail.

Case in point: I owned a rather natty MGB for six years. I never knew there was such a thing as a 'gulp valve until I saw new ones offered on sale by Moss Motors. The next day while I was driving my MGB to work, the gulp valve fell off my engine, and was run over by a truck.

I don't know what a gulp valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new one anyway, and install it myself. One look at the shop manual and I decided to have somebody else install it (see

Law of Cryptic Instructions, above).

While I'm driving my car over to the local repair establishment, I noticed that the MGB is performing as well as it ever did, and that the loss of the mysterious gulp valve has not had any effect on its behavior. I figure this is due to the Non-Functional Attribute Law, which means that the gulp valve probably wasn't gulping anything anyway, before the hit and run by the truck, and decide not to replace it after all. Three days later, the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the Love of hardship Law, offered to take the car off my hands for \$100.00. I just stared into space and smiled.

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1994 MMGG Member Roster

The members names that follow are listed by first name, because it's hard enough to remember someone's first name, let alone their last.

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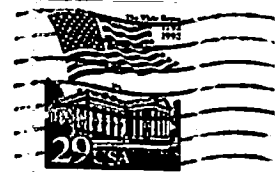
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