

April, 1999

the
minnesota



group

gazette

Is it really Spring? Really it's Spring! Isn't it Groovy...

April Tech Session

Dick Wallrich

OK, techies, time to come to the next tech session to discuss maintenance and other items. The tech session will be held at Columbia Transit Corp. on Saturday, April 10th, at 9:00 AM. Columbia Transit is located at 896 Hersey, St. in the midway area of St. Paul. To get there, take Hwy. 94 to the Cretin/Vandalia exit. Take Vandalia to University Ave. Turn left (west) on University to the next block which is Hampton St. Turn right on Hampton and follow it about 3 blocks north. Hampton turns into Hersey (one of those St. Paul things) and our driveway is located at the intersection of Hersey & Wycliff. Look for the sign on the right side of the street. Columbia Transit is located in the building in back of the building on the street. (See the map for directions). Everyone is expected to bring their cars with them. Stovall included. You can't use the snow excuse anymore.

The tech session will be in two parts. In the morning, we will have an interactive tech session on maintenance. Several cars will be sacrificed for demonstration purposes. Randy O'Byboth will be using these cars to demonstrate proper maintenance. We want to get everyone involved in the session as participants, not just listeners, so we want you to bring along two hints that you can share with the group.

If you're taking your car to Vancouver or on any other road trips this summer, you definitely need to bring it. After lunch we'll be picking apart each others cars to see if there are any items that could be a problem on the road. Everyone will have a chance to do some maintenance item, from pulling tires or checking dash pot oil or just checking dipsticks. It's safe to say that everyone has some mechanical ability but we can always

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Presidents Corner

Doug Madson

Thanks to Dave Stovall & Jill Masonick for hosting The MMGG Kickoff Brunch at Lord Fletcher's. About 7 MGs showed up along with about 60 old and new faces. As is our tradition, after a great brunch, we all introduced our MGs and ourselves. It became once again apparent that one piece of fine British machinery is not enough. What is it about this affliction that makes it necessary to have 2 or 3 of these things? Is it the need to have a personal and ready supply of spare parts? That works for some of us but not Ron Spargo. His neat old British bikes don't have much in common with the four wheelers except the same mother country. Maybe it's the desire to not get skunked by an ailing MG and have to drive a lesser piece of transportation like an Explorer to an MMGG event. That works for some of us, but there many of our members who have one MG and rarely miss an event. Whatever the reason, the affliction strikes

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MEMBERSHIPS

Initial membership is \$30 (this gets you up to two name badges- additional name badges are \$5.00 each)

Dues are \$25 per household per year for established members. Includes 1 year subscription to the MMGG Monthly Gazette.

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All statements are the opinion of the persons expressing them, and not necessarily the official opinions or policies of the Minnesota MG Group.

Visit us on the internet at: www.mmgg.org

Presidents Corner

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many of us, and that's not all bad. I've always told Mary that I don't have a boat; she maintains a nice boat would have been one hell of a lot cheaper. She's probably right. I probably wouldn't have maxed out 7 Visa cards owning a boat.

The brunch program also included a rundown of our 1999 events and we do have a "full plate." One event the MMGG needs to support is the multi-marque dinner on May 8th that the Triumph Group is hosting at the Fort Snelling Officers Club. Its one of the first driving events of the season for many of the sports car clubs and it's a chance to meet others who have the same affliction. Check out the flyer in last month's gazette and RSVP as soon as it looks like it fits your schedule.

MMGG's involvement in the MG 2001 event is beginning to become clearer and should be pretty much in concrete by the end of April. Our local co-chairs have asked that we meet after the April 10th tech session and continue the initial planning discussions we started last summer prior to getting the "official nod" for the event. Also, the last weekend in April the National Marque Chairs will be in town for a first look at St Paul and the venue we have proposed. If you have an idea what aspect of MG2001 you want to get involved in, be ready to volunteer on April 10th, or if you can't make that event call Dick Wallrich or Dave Stovall and let them know. Minnesota in general, and St Paul in particular, are going to be the best venue for a summer MG event ever.

Safety Fast, Doug

The brunch program also included a rundown of our 1999 events and we do have a "full plate."

Le Rallye Déesse de Printemps (The Goddess of Spring Rally)



A delightfully easy and fun event with a Franco/Italian twist.

The Citroën and Alfa Clubs are sponsoring this event into the great Northern Historic Rallye Series.

Saturday May 1st, 1999,
St Croix Grill
500 1st St. at Walnut
Hudson, WI
(751) 386-4001
Register 9 - 10:15 AM
First car out 10:31 AM

\$12 car - Unless you are registered as a volunteer on the GRRR - then it's FREE.

Pottery tour and dinner following - call Michael

Rallymasters: Michael Barone (651) 228-9885
Ed Solstad (612) 822-0569

Tech Session

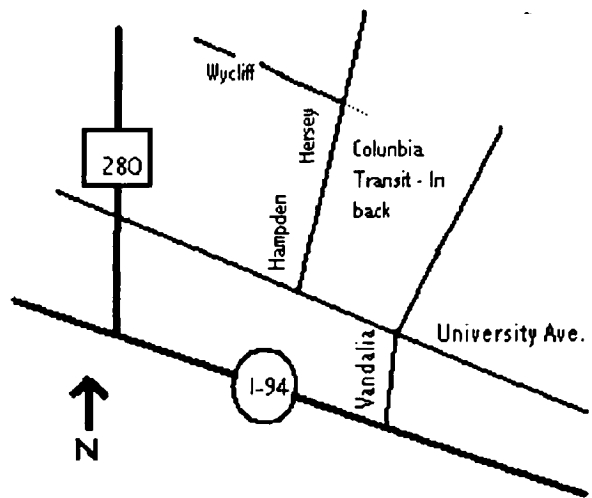
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learn from others. Here is your chance to ask questions about your car, to see if your rocker floomis is set to the right degree or to see if your car is equipped with a rocker floomis. Don't worry about the weather as we will be parking all of the cars in our warehouse. If you have carb tuning tools bring them along.

It Ain't Rocket Science ...



896 Hersey St. St Paul



A Survivor's Story *Michael J. Haeuser*

When the series of strong tornadoes struck St. Peter on Sunday, March 29, 1998 my 1973 Midget was stored in a pole shed on the fairground. During the Nicollet County Fair the building serves as a place to vend dairy products. In the winter it, and other fair buildings, become storage for seasonal vehicles and boats. The fairground is some six or seven blocks from my house. This part of town, on St. Peter's north side, was one of the hardest hit areas in our community.

During the first frenetic days following the storm I occasionally thought of my Midget but repairing my house so we could move back in took all of my time. On Wednesday or Thursday following the Sunday tornadoes I was on my roof with a colleague, Don Zhou, trying to attach more permanently the blue tarpaulins that were becoming ubiquitous in our town. Somehow,

out of the din of chain saws, heavy equipment, helicopters and OSHA "beepers" a voice said. "Mike, you better move your sports car off the fairground." It was Shorty Johnson, adult son of the man in charge of the fair buildings. I yelled down that I appreciated his concern but I had more pressing matters to attend to and could I try to move it in the future. He answered. "Dad says you better move it because they are knocking down buildings and sometimes they're not looking to see if there is anything inside."

After pushing other vehicles away we rolled the car out.

Don and I jumped down and walked/ran to the fairgrounds. There, a half dozen huge front end loaders were herding trees that trucks had dropped off. One side of a building had been ripped open and several boats in storage were badly damaged. (We later learned that crews had been told to knock down several damaged buildings but were unaware they were used for storage.) Two loaders moved menacingly toward the damaged dairy building as Don and I reached it. There was a gaping hole in the wall and as we jumped through it we saw some framing lumber had smashed the windshield and bent the frame of an RV. Three other vehicles in the building were damaged and sitting in the middle—with a large hole above it through which dangled a tree branch—was my Midget. We removed the cover and discovered it was untouched, even though a pop up camper had been shoved to within inches of the front fender. Af-



The Catholic Church in St. Peter, the day after the storm

The Lost Checkpoint *Phil Vanner*

"Well, where are you trying to go?"

"Route 154 and 61." I repeated. I was asking directions of a clerk at a combined McDonald's/Shell station on Highway 61 in Bowling Green, Missouri. She wanted to help us, but had no idea what we were talking about.

"I know, but what's there? If you're looking for the implement dealer, that's at the corner of 54 and 154. If I know what you're looking for I can tell you where it is."

The directions just say "Route 154 and Route 61."

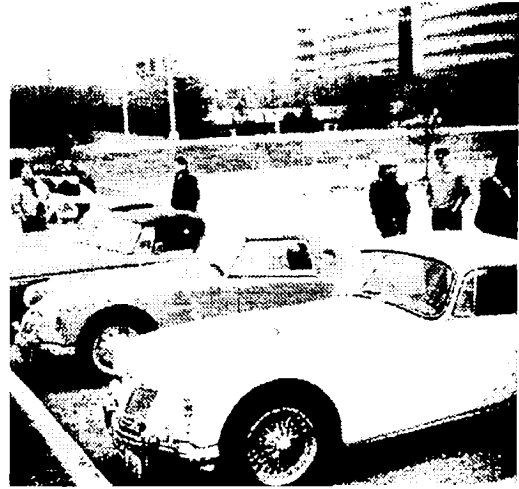
"There's no such thing."

We started again. "But there has to be, that's the instruction, see?" We proffered our checkpoint list and map. The map backed her up, it showed no intersection of routes 154 and 61; they were at least 10 miles apart at their closest point.

"There must be some mistake," she went on. "I know that those routes don't come together there."

Barney, the driver, seemed to bristle at the very mention of the idea that there might be a mistake. These were the rally instructions. This was all that mattered for the next 24 hours. "Come on," he said and we piled back into the MGA.

Two hours before, in St Louis, we had been given the instructions and sent on our way. There were eight checkpoints listed, none giving any more detail than two route numbers, and in a few cases a mileage and direction. An example: "Route 67, 6 miles south of 34." We had to visit all of them in 26 hours, figure out how to prove we had been there, and return to the lot in St. Louis. Whoever could do it with the least mileage would win. The rallymasters had taken us on an escorted six-mile run to determine correction factors for our odometers. Our driver's licenses were sealed into envelopes; if the seal was broken at the end of the rally, we would be disqualified, so contact with police was to be avoided. As soon as the directions were handed out, the competitors began to scan their maps for the check-



Competitors at the start of the Missouri Endurance Challenge

points. I was at a disadvantage as a navigator. I was from Minnesota and hadn't been in Missouri in five years, and just finding the junctions on the map was a challenge.

I had come to be here because Barney Gaylord, owner the "MGA with an Attitude" had put out a call for a co-driver on the MG E-mail list the week before. Messages posted to the list are broadcast to almost two thousand subscribed MG enthusiasts worldwide. I had been intrigued by these endurance rallies since I first heard of

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Survivor's Story

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ter pushing other vehicles away we rolled the car out. I went to get a battery charger and, following Gene Cooper's "spring start up" directions, soon had the Midget fired up and running

When I left my home I had forgotten to take my pass that allowed residents to pass through roadblocks that had been set up around the area. When we tried to cross a roadblock a young National Guard soldier said to me she couldn't let me by without a pass. I explained my situation and suggested that if I was planning on looting I wouldn't do so in a bright red sports car with the top down. Beside, Don added, we wouldn't be able to get much "loot" in a Midget. But, as an ex-soldier, I knew her orders were her orders. She did suggest we go to the next checkpoint where her supervisor told me he couldn't let me pass but that some of the alleys had not yet been secured.

Don and I started down an alley some four blocks from my home but not before being surrounded by some of the two busloads of high school students that were being fed from emergency food points conveniently located in the parking lot of the local Dairy Queen. They had been bused in to help clean up and many came over to admire my Midget which, if not inanimate, would have basked in the attention generally given to its more illustrious—and rare—predecessors.

Then we were off me at the wheel. Don moving the dangling power, cable and telephone wires strewn in the way. Fifteen minutes later we had navigated to my home and the safety of a garage. My Midget had been sprung for the summer nearly two weeks before its usual April 15 coming out date. Later, but before nightfall and our return to a motel in Mankato, I inspected it and found no damage at all. Then I realized that besides the safety of my family and the livability of our house once electricity could be restored, I had something else to be thankful for. And, as I write this one week before the anniversary of the tornadoes, I realize that some things never change: I can't wait until April 15!

Merrill Lynch Brian Redman International Challenge



JULY 22 - 25

Road America, Elkhart Lake WI.

Vintage Historic Weekend - Presented by Jaguar

What's your favorite legendary racing car of yesteryear? The one that never fails to catch your eye... and tug at your heart. A sleek Formula 5000 Lola, perhaps? Augie Pabst's world reknown Scarab? Or maybe Denny Hulmes ground shaking McLaren Can-Am machine? Well, nostalgia buffs, take note. You'll see all that and much, much more in this years Merrill Lynch/Brian Redman Internation Challenge, the nation's largest weekend of vintage racing. Capped by a Sunday Chicago Tribune "Can-Am Thunder" event, featuring 30 of the famed Group Seven machines, this weekend includes more than 500 classic racing cars in action. It's a trip down memory lane you won't soon forget.

Several MMGG Members are planning to travel out to this event, and you should ask Dave Stovall about driving his car on the track - it sounds like way too much fun! Contact Dave or Jim Lymburn for more information. Come to the tech session and get your car ready for the trip (or the track?) Spectator info: (800) 365-7223

Elkhart Lake is a days drive east, between Sheboygan and Fond Du Lac. Learn more at www.roadamerica.com

The Lost Checkpoint

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the rally around Lake Michigan that is regularly run in conjunction with the University Motors Summer Party. I intended to participate someday. Then, just the week before I got Barney's message, Darcie had walked into our kitchen and showed me a positive pregnancy test. This was wonderful news, but I knew that my days of freedom were numbered. I decided right away to take him up on his offer.

I had driven down to Iowa City on Friday afternoon and met up with Barney, we left my van and took the MGA the rest of the way to St. Louis, a six hundred mile trip for me. The Missouri Endurance Rally started at eight o'clock Saturday morning.

After we left that truck stop in search of our elusive first checkpoint, Barney told me of his suspicions. Along the state highways were innumerable little county and township roads, all numbered on little street signs. If US highway 61 and State highway 154 didn't intersect, we would follow the state highway looking for a town or county route 61, after all the instructions hadn't specified US 61, we had just assumed it. State 154 led directly to the next checkpoint on our list, just north of Paris, in any event. As we headed out, we saw David Darby in his light blue Magnette stopped on the roadside pondering maps. He had two navigators, his wife and son, I wondered how they might fare on the long road ahead. We continued on toward Paris, noting every side-road and byway. But saw no route 61. We passed through a small town and saw a Blaze MGB parked at a general store, gathering intelligence. We continued on. I jogged off to check the signs on roads that connected to route 154 just to be sure. (Can't drive over to check them out, must conserve mileage.) We arrived at Paris and the point where our route to next checkpoint and route 154 diverged: no route 61. We took the road to the next check-

point and noted the phone number of a lonely trucking company, the only business at the otherwise desolate crossroads. On our way back to route 154 we passed the MGB again, headed for the crossroads. We eyed them suspiciously - had they found 61?

We continued on 154 to the end, still no 61. We decided that backtracking was fatal - I plotted a route to the next checkpoint and we trusted that if it had been there, we'd have seen it. It had to be somewhere else, so while we drove I studied the maps, looking for an alternative.

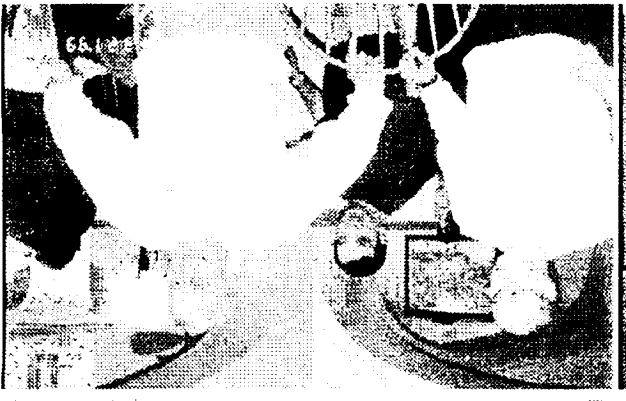
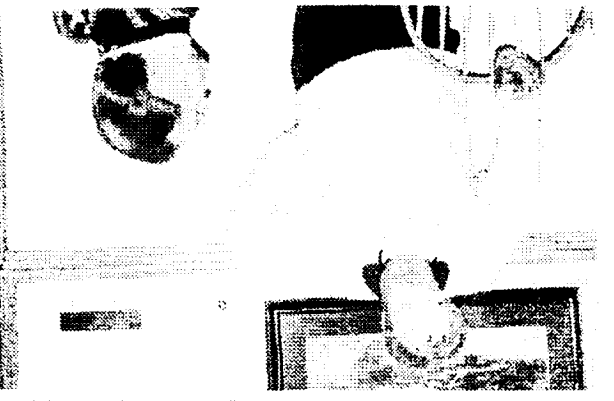
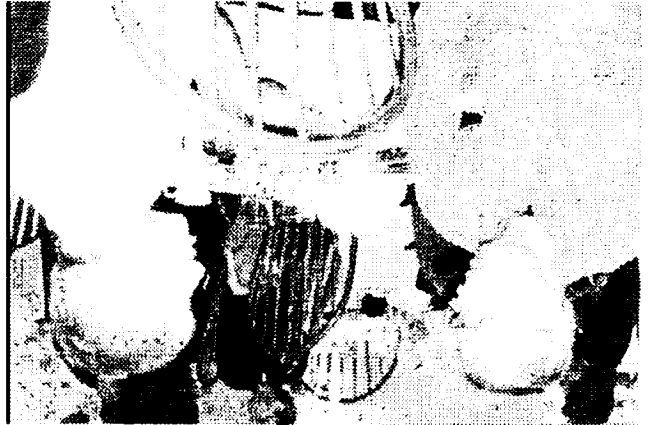
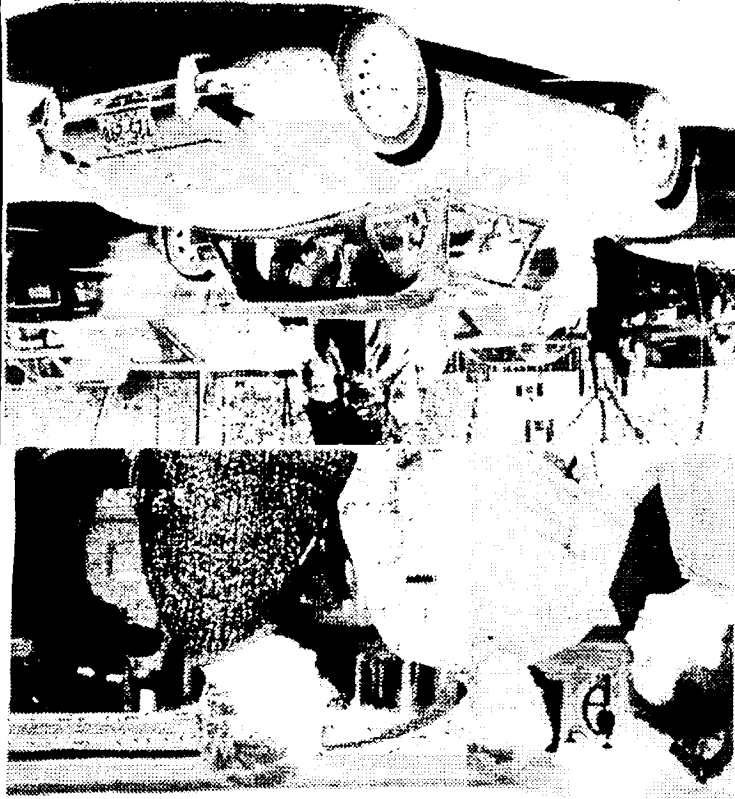
The rest of the checkpoints were pretty straight forward, even if the routes were not. The guys from the St Louis club had picked places where there were no obvious straight lines between them, and the major routes were never the shortest. Barney's a skilled driver and he took the twisty routes with glee, rattling me about the navigator's seat while I tried to read the maps. As we read off the mileage from an intersection to find one checkpoint, it became obvious that the point was a sign in front of a church. But this sign, which had been supported by brick pillars, had been struck by something and reduced to a pile of rubble. I hope the good folks at Christ Church in Polo, MO will forgive us if they try to rebuild their sign and come up one brick short.

It seemed we were making fabulous time. We continued on, and as dusk approached we neared the most challenging part of the rally. The route we had decided to take would put us in the Ozarks after dark. We figured we were well over half way, we'd been over 500 miles and had four checkpoints, three to go plus the route 61 one. We had to travel east along the southern edge of the state to get to three we knew of, and planned to take US 61 North along the Mississippi, looking for a 154 that wasn't on our map.

About twenty minutes out of Cassville, the last real town we were going to see for at least three hours, we crested

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Spring Kick-Off Brunch 3/21/99



It's been a long off-season, and these MG drivers are clucking at anything that resembles a steering wheel

Lost Checkpoint

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a hill just as the sun set. Parked by the other side of the road, facing us, was unmistakably a little British Car, rally lights blazing. It was "Mr. Bill 3," a red Midget driven by Bob from the Chicago Club, with Kim Tonry navigating. Well, he had been navigating, but the roads of the Mark Twain National Forest had taken their toll – motion sickness. He sat, leaning out of the passenger door. This was ominous, we were about to tackle that leg of the rally in darkness, with a spirited driver, in a car ten years older than theirs. We regarded them as serious competitors too; if it took them this long to get here, then maybe we weren't as far as we thought. They declined our offer of assistance and we proceeded. Minutes later an unusually bright oncoming car roared past. It was the primrose MGA coupe, Lucas driving lamps stabbing into the night. We figured this was halfway and wondered if it took them so long to get here because they had been looking for the lost checkpoint.

I didn't have much time to think for next couple of hours as we swooped through the foggy Ozark mountain roads as fast as we dared. I braced my self in as best I could with only a lap belt; pressing my knees against the sides of the footwell and reading the map with a snake light draped around my neck. Then I noticed the gas gauge – it read just over ¼ tank.

"Barney, we're down to about a quarter tank of gas" "Can't be." He replied without hesitation. "We filled up about 150 miles ago."

I checked the log. He was right. We had been tracking gas consumption and were getting close to 30 mpg. We should have had over half left. What was this? Terrible mileage we could deal with, but it was after 9PM in very rural country. Everything on the map was indicated as "Population 1000 or less" We'd been passing through lots of those and none had any kind of business at all. The nearest town of any size was West Plains, but that meant going away from the next checkpoint. It was unthinkable. There I spotted Bakersfield, a town down along the Arkansas border that was closer to our intended route. Though it was represented by the smallest symbol on the map, it was at the intersection of a state road and few county roads and I imagined it a crossroads, more likely to have something open than one of these "wide spots in the road" we had been passing through. It would only cost us a few miles if something was open, but if not, making it to Thayer, our next checkpoint, was going to be chancy. I told Barney my intention and laid in a new course.

"Lets do it." On to Bakersfield.

I estimated the mileage, and in a few minutes announced that we must be right on top of it. There were a few houses and nothing else until we turned a corner and there at the crossroad was the only business in town. An open gas station. We pulled in and gassed up, attracting as much attention as one would expect in an MGA in rural Missouri at

10 O'clock on a Saturday night. Barney then announced that the car was full after barely five gallons – we had plenty of gas all along – it was the gauge that was bad. We were still getting 30 mpg - we'd just use the odometer to tell us when to fuel up. The Odometer was king.

Just out of Bakersfield we encounter a sign "Road Closed Three Miles Ahead – Local Traffic Only" The only detour I could find was at least an additional 25 miles. Horrors. Should we drive the three miles to see just how closed it was, and risk having to drive three miles back? We decided to chance it. Soon we came upon a sawhorse with flashing lights: just beyond it there was water on the road. A creek was flowing over route 142 about five inches deep. The water itself wasn't going to wash us into the ditch but had it undermined the roadway? Only way to find out was to go in and check. Got my feet wet but everything seemed solid and we proceeded, no problem. We encountered another State Highway crew closing the road a few miles further on, but they told us we could go through – it wasn't really bad yet.

We made it to Thayer and the checkpoint. Now we had to make a decision. If we were going to drive up US 61 looking for the lost checkpoint, we should go to the river crossing checkpoint first and then to Malden. This would add about 60 miles just to get those two points plus another 100 travelling up 61 instead of 63. Which to do? I was very tired and trying to think. I have driven 600 miles to get to the start of this thing and now another 700 – on about 6 hours of sleep. I don't want to decide that the lost checkpoint was an error just because that decision gets me to bed sooner. I have too much into this. On the other hand, if the lost checkpoint is a mistake in the rally instruction, I don't want to waste time or mileage chasing it around the country. I figured the mileage back to St. Louis using the most direct route through the checkpoints I knew. That was about 250 miles. We had traveled about 700. The rally instructions described "one leg of approximately 950 miles." Taking a route that would allow us to search US 61 for the lost checkpoint would add at least 150 miles to that. That couldn't be right. We had been much too efficient to be that far off the pace. We decided to take the direct route.

We saved a few miles at the last checkpoint. It was along US 67 six miles south of the intersection of that road and route 34. We were approaching from the south, and shortest path to that corner was up route 67. Since we knew we'd pass the checkpoint on the way up, and didn't want to have to double back to find it, we documented ever rock, tree, sign, lamppost, and squirrel in the area where we knew the point had to be, and wrote down the mileage. When we got to the corner we subtracted six miles and it was a historic marker: we pulled out the documentation for that and went on our way.

We got back to St Louis at 5:20 AM and collapsed. Before I fell asleep I heard the distinctly British sound of an MG Midget rumbling into the parking lot. Mister Bill 3 had made it. The "True Grit" award goes to Kim Tonry for completing the rally in spite of his infirmities. That's the spirit of "Press on Regardless"

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Lost Checkpoint

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When we awoke, and handed in our proof, and the rallymaster checked our mileage, and made sure our licenses were safely tucked away in their envelopes, we waited. A hotline had been set up for emergencies. A few participants had called in to say that they had become lost and gave up; one knew that he would finish before the deadline and opted to head home instead. Some we never heard from. While we waited we all signed the brick from Christ Church and gave it to Barney as a memento. The mileages were written on the sheet and corrected using the factors determined – yesterday? It seemed like last week. After correction, our mileage was the lowest. But what about that checkpoint? Several of us looked at each other but no one said anything until somebody asked Barney about “that checkpoint” complaining they couldn’t find it. Relief: there were at least two of us. The rallymaster acknowledged that he had an older map that showed that 154 and US54 ran together where 54 crossed 61, so it was a mistake. We were right not to waste mileage looking. There was still time before the 10AM deadline and a couple of cars hadn’t been heard from. Somebody with less mileage still might turn up. But at 10 AM nobody else showed up, and so we shook hands and got our plaque, and congratulated the finishers and thanked the St. Louis Club for a fine rally. But then we had to get moving. Barney and I need to hook up the trailer with the race tires and get over to St. Charles. There was an autocross at the Boeing facility there that started at 11:00. We didn’t want to be late.



All this for a piece of Oak?

Holiday Party 1/16/99



Our President gives his benediction to the crowd.





9th Annual Vintage Sports Car Rendezvous

June 4-6, 1999

Winnipeg, Manitoba, Canada

REGISTRATION FORM

Name _____

Address: _____ City: _____

Prov./State: _____ Postal/Zip Code: _____ Home Phone: () _____

Spouse/Guest Name: _____

Child(ren) Name(s): _____

Vehicle(s) to be Registered: _____
 (YEAR) (MAKE) (MODEL)
 (IF MORE THAN TWO VEHICLES
 LIST REMAINING VEHICLES ON
 SEPARATE SHEET OF PAPER) _____
 (YEAR) (MAKE) (MODEL)

Please indicate number of vehicles and participants (___/___) entering each event:

RALLY: ___/___ SHOW & SHINE: ___/___ FUNKHANA: ___/___
 GYMKHANA (MALE DRIVER): ___/___ GYMKHANA (FEMALE DRIVER): ___/___

Basic Registration * (Before April 15, 1999: \$ 40.00 & Early Bird Draw; After April 15, 1999: \$ 45.00)		\$ _____
Additional Adult(s):	\$ 5.00 per adult x _____	\$ _____
Additional Vehicle(s):	\$ 5.00 per vehicle x _____	\$ _____
Saturday Breakfast Buffet:	\$ 7.25 per person x _____	\$ _____
Saturday Banquet Dinner **:	\$26.50 per adult x _____	\$ _____
	\$ 10.00 per child (age 12 & under) x _____	\$ _____
T-Shirts: (Sx _____ Mx _____ Lx _____ XLx _____	\$15.00 per T-Shirt (S-XL) x _____	\$ _____
XXLx _____)	\$ 17.50 per T-Shirt (XXL) x _____	\$ _____
	TOTAL (in Canadian funds)	\$ _____

* BASIC REGISTRATION includes one vehicle, two adults and all children under 18 years old participating in the Meet & Greet, Rally, Show & Shine, Gymkhana and Funkhana

Early Bird Draw: One free night accommodation at host hotel, Travelodge Niakwa East

** Dinner includes wine, please indicate wine preference: Red _____ White _____

Please state any special dietary requirements (e.g. allergies, vegetarian) _____ x _____

Please make cheque payable to "1999 Vintage Sports Car Rendezvous" and send completed form and cheque to:

1999 Vintage Sports Car Rendezvous
 Box 78
 St. Adolphe, MB
 R5A 1A1 Canada

If you have any questions concerning this event, call Ann Blonski or Mark Rogers at (204) 883-2215

Please call the host hotel, Travelodge Niakwa East, directly at (204)255-6000 to reserve your room. Please state you are booking a room for the "Vintage Sports Car Rendezvous" to guarantee room rates of \$51.00 (Single) and \$63.00 (Double) plus taxes. These special room rates are available for an extended stay in Winnipeg before and/or after the Rendezvous.

Representatives of the national registers will be in town to see the Fairgrounds

2001 Update *Dick Wallich*

On the weekend of April 23-25, we will be hosting the first convention planning meeting for MG2001. Representatives of the national registers will be in town to see the Fairgrounds and to have our first planning meeting. Representatives will be in town from the MG Council, New England MG "T" Register, North American MGA Register, (NAMGAR) North American MGB Register (NAMBGR) and the North American MGC Register.

The group will be staying at the Holiday Inn North in Arden Hills. The hotel is on County Road E between Lexington and Snelling Ave. They will be arriving on Friday April 23rd, throughout the evening. We will be having an informal welcome for the group in the lounge at the Holiday Inn and all club members are encouraged to attend. On Saturday, April 24th, the group will be taking a bus tour of the hotels on the convention room block. We will end up at the Fairgrounds around noon and do a quick driving tour of the site. We will then have our convention meeting at the Fairgrounds Conference Center from 1:00 PM to about 5:00 PM. After the meeting, everyone will be having dinner and MG Chatter at O'Garas Irish Pub on Snelling & Selby in St. Paul. We will be meeting in the MG room after 6:00 PM. Everyone is encouraged to attend this weekend, to show our support for the convention to our national club officers. The bus tour however, will be limited to 36 people. We hope that everyone will turn out for this important event.

Kick-off Brunch

Jill and I would like to thank all those that attended this years Spring Kick Off Brunch at Lord Fletchers.

I think all will agree that the food was great, and the gathering of MG friends both old and new, made the day that much more special. The weather helped bring several MG's to the parking lot.. from A to Midget, we had a great turn out in the parking lot and over 50 people inside for a great brunch.

After dining, President Doug Madson discussed up coming events for this highly anticipated very special driving season. Why very special you ask?..

Surely you must know...no I don't and don't call me Shirley. IT'S THE 75TH ANNIVERSARY OF THE MG... that's why...If you do nothing else this last year of this century, drive your MG. Drive it every day you can... to work, to the store, just for drive... remember just a drive?... no place to go but down the winding oad...yeah. Hope to see you this summer

Dave Stovall

Autocross Novice Instruction and Warm-Up Day

DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN
SATURDAY, 4/17/99 (FOLLOWED BY THE FIRST AUTOCROSS OF THE SEASON SUNDAY 4/18/99 SAME LOCATION)

Registration 8:30-10:00, Tech Inspection 9:00-10:30
(Please Note That There Will Be No Late Registration!)

Entry Cost: \$5 For Novices, \$15 For MAC Members

Snell 85 (or later) Helmet Required Limited loaner helmets available (Bring 'Em If You Got 'Em!)

Minnesota Autosports Club (MAC) is pleased to announce its traditional season opener, the annual novice school and members warm-up day. As the name implies, this event is open to absolute beginners (those who have never entered an autocross or have been gone from the scene for many years!), and to MAC members. (Membership really does have its benefits.) The format will be similar to years past. The morning session will consist of several exercises set up around the facility - threshold braking, slalom, decreasing radius turn, etc. While everyone registered is welcome to practice during the morning session, the organizers are really intending that we can devote as much of this time as possible to helping the beginners. The afternoon session will be set up as a short autocross course, both to provide some practice for the old-timers as well as to give the beginners a taste of what an event is like.

FRIDAY EVENING BEGINNERS CLASSROOM SESSION APRIL 16, 7:00 PM
DANISH-AMERICAN CENTER MEETING ROOM
4200 Cedar Ave. South in South Minneapolis

As they did last Spring, Pat Washburn and Bob Fogt will be holding a Friday evening classroom session for beginners. If you're new to this sport, come and find out what it's all about, what to expect, how to prepare. There will be some very useful handouts, including Kate Hughes' novice handbook and DCTC track maps, and this will be an excellent chance to get your questions answered before you get to the event! This classroom session is free-of-charge to all interested beginners.

Contact Bob Fogt: 651-454-9199 rfogt@worldnet.att.net or
Pat Washburn: washburn@dwave.net

MMGG Membership Form

Name		Spouse/other	
Home Phone		Work Phone	
Address			
City		State	Zip
Please tell us a little about yourself and your car(s) :			
Initial Membership is \$30, make check payable to MMGG and send to:			Dan Shidla- MMGG 10305 Morris Rd. Bloomington, MN 55437

MAY MANEUVERS - SUNDAY MAY 16th

Once again the summer driving season is upon us, so get the covers off your car and come join us for an afternoon drive on Sunday May 16th. This is a great time to give your car a trial run in preparation for the up and coming season.

The starting location will once again be.....**Sherlock's Home Restaurant, Minnetonka**

Take the Crosstown (Hwy 62) west to Shady Oak Rd. exit, go north and take the first right.

The first car out will be 2.00pm.....however you are encouraged to come much earlier to meet and chat with other sports car enthusiasts. It would be a good time to give the picnic basket a trial run too. **Registration will begin at 1.00pm.** Bring:

- 1.....your car..... of course.
- 2..... a working odometer...it will be helpful
- 3..... a navigator...someone to blame for making the wrong turn
- 4..... a clipboard...to hold the instructions
- 5.....your reading glasses....to read the instructions
- 6..... pencils, pens or markers...to track your progress
- 7..... a sense of humour...in case you get lost

So come along and join us for a fun filled afternoon. For further information contact Sam Mearns at 612-933-8549.

MMGG

Technical Advisors

T-types: Lew Palmer.....651-436-7401

MGA: Roger Karnopp....651-454-1379

MGB: Randy Byboth....612-936-9335

BGT: Mike Hirschman..612-391-5769

Midgets:

Dewey Frier.....612-424-3286

Brian McCollough.....651-462-0145

Bodywork

Dewey Frier.....612-424-3286

If you want to know - Ask!

FOR SALE :

1973 Midget, Blue. VERY little rust, new top, nice interior, steel wheels, runs OK.

Asking \$2200

(612)241-8300 Paul Elk River



Minnesota MG Group
10305 Morris Road
Bloomington, MN 55437



Randy Byboth Cindy O'Brien
5041 Beacon Hill Rd Pd99
Minnetonka MN 55345

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Vintage Sports Car Rendezvous, A Survivor's Story, The picture page is back!

1999 Schedule

<i>Date</i>	<i>Event</i>	<i>Host</i>	<i>Place</i>
April 10	Tech Session	Dick Wallrich and Randy	Columbia Transit, St Paul
May 8	Intermarque Spring banquet	Triumph Club	Ft Snelling Officers Club
16	Rallye	Sam Mearns	Sherlock's Home
11-14th	Carlisle Swap Meet	Doug Madson	Carlisle, PA
24-30th	British Car Week	Drive your British Car	Everywhere
June 4	Great River Road Rally car show		Downtown, St. Paul
5-6	GRRR check point	See Randy or Phil	Somewhere in Wisconsin
12	Brit Day (New Life to Classics)	Dave and Linda Wintz	Mankato, MN
6	Vintage Sportscar Rendezvous	Winnipeg Sports Car Club	Winnipeg
	Nicolett Island Car Show?		Minneapolis
July	Autocross & "Pylon picnic"	Kevin Healey & Dwight McC	Rosemount - DCTC
6-9	NAMGBR national meet	See Al Kelsey	Vancouver - Start planning now
21	Chicago Historic races		Elkhart Lake, WI
August 14	Swap met	Brian McC and Phil V.	Ellingson's, Rodgers, MN
21	New London to New Brighton Run		New Brighton, MN
19-22	University Motors Summer Party	Todd Tweedy	Ada, MI
September	Wheels and Wings	Robinsons and Strands	Osceola, WI
October 3	Fall Color Tour	Al Webster	St Paul and points East
	NAMGBR national meeting		
November	Annual Business Meeting	Doug and Mary Madson	
January '00	Holiday Party	Host Needed - this is traditionally the keeper of the MG bucks	

Hosts are needed for some events - contact Simon Bosworth 651-454-7413 if you are interested.