



GAZETTE

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For The Victims of the Sept. 11th Tragedy

Submitted by MMGG Member Chris Sorenson

If only I had..... I should have done...when I was young. Words too often heard and useless save as teaching tools for the youth.

September 11th, 2001 will always be a dark and sad memory for us. The millions of caring people around the world who have been touched by our loss share our sorrow. We can hope that the best of our culture will continue to shine through as we deal with our day-to-day lives. As individuals and groups we hope to heal vs. harass, resolve vs. revolt and build vs. break. As we move into the unavoidable next stage of this conflict these are some of our biggest challenges.

When Jon asked me to write on this topic I enthusiastically said yes. Little did I know the challenges of addressing a topic of this magnitude. This is without a doubt the toughest writing challenge I have faced. I know that I am not up to the task so I must rely on a ringer to help me out. After searching high and low I chose Tennyson on grief.

He writes: I sometimes hold it half sin
To put in words the grief I feel;
For words, like Nature, half reveal
And half conceal the soul within.

I wish for peace in the U.S.A., abroad, and in our hearts.

Comments From The President

From The President:

I find myself somewhat at a loss for words. We have so much and so few worries. The summer was great and the fall, with beautiful turning leaves, is upon us. Let's enjoy it and say a few prayers for those less fortunate and for what the future may bring.

Dan



The Minnesota MG Group was founded in 1987 and is dedicated to the preservation and enjoyment of the MG Marque. Correspondence can be addressed to: **Minnesota MG Group, 10305 Morris Road, Bloomington, Minnesota 55437.** Visit us on the web at **WWW.MMGG.ORG.**

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Comments from the Editor

Where to start????

1st, if you haven't contacted Ray Mars and put in your reservation for lunch during the Fall Color Tour, do so now. You're late. See last months issue for details.

2nd, there are some great rallies coming up. I didn't get them in the last issue. Sorry about that. There is still time to do some of them so get more detail on page 10.

3rd, Elena Pierce and Brian and Peggy Walsh will be looking for donations for this January's MG Bucks Auction, held during our holiday party. If you have something to donate, let them know.

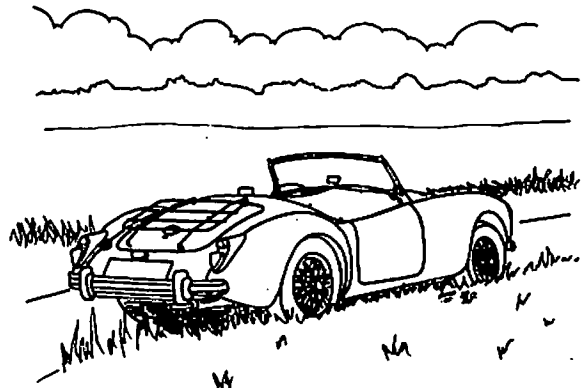
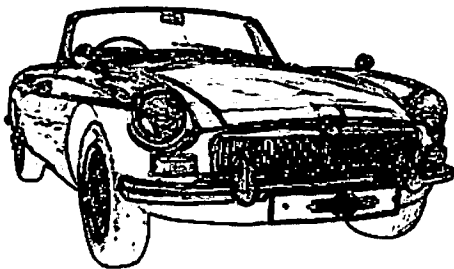
4th, I am happy to report Diane Merrill continues to make progress recovering from her motorcycle accident in Germany. Her husband Ken continues to try and find 'stuff' at home. Both are doing well.

5th, congratulations to Ray Mars and Wayne Soderbeck for picking up a "Best Special Interest" trophy at North St. Paul's Mayberry Night with Barney. Folks were pleased with their little blue Midget.

I would especially like to encourage everyone to take good care of themselves after the terrible events of September 11th. Further, take good care of your family and friends. Tell them you love them. Let them hear it now, in words and deeds. I am sad to hear of the death of Joe Deluca, past president of the Morganeers of the Northeast. Though I did not know Joe, the recent *Minnesota Moran Mania* newsletter advised readers Joe and his companion, Linda Gronlund, were among the passengers aboard United Flight 93, that went down in the fields of Pennsylvania. I am happy my coworkers sister was late to work at the World Trade Center September 11th. She had not yet entered the building when the first attack occurred. She ran 2 miles to get away and continues to heal emotionally. I pray for the emotional recovery of an Army buddy, a firefighter in New York City. He recently retired and was called back to assist in the recovery. Coworkers and firefighters he trained are missing. He has one tough job. And my sympathy to John Simmers on the death of his daughter Susan, who died of unexpected but natural causes. Both were here in July at MG2001. See the article on page 6.

Take REAL good care of yourselves!

JON



UNIVERSITY MOTORS LTD

WINTER STORAGE

Ask a dozen MG owners how each of them stored his MG last year and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method as each owner has slightly different considerations and requirements -- yet there are basic rules to follow in any storage procedure that will reduce the probability of damage during storage. In addition to the normal precautions for freezing temperature, some thought must be given to location, access, traffic around the stored MG, humidity, rodents, etc. It is important to develop a plan that you can easily follow and that you implement before winter shows its icy Arctic fury.

DAMAGE WE HAVE WITNESSED!

Damage during storage results from neglect or abuse -- and we've "seen it all!" Cars stored without anti-freeze resulting in cracked blocks, burst radiators and heaters; old gasoline evaporated until all that's left are giant, hardened blocks of varnish knocking around inside the tank; gasoline lines, fuel pumps, and carburetors plugged with goopy aged petrol. Dented fenders, cracked glass, perforated soft-tops caused by carelessness or accidents from adults and children. Corroded chrome, frozen brakes, scaly undercarriages, and mildewed interiors from damp storage. But the damage from rodents is most pervasive -- those nasty creatures burrow into the seats, the bonnet insulation, the interior -- even the exhaust pipe. We have found nests in the boot, fender wells, pedal boxes, inside the heater boxes and air cleaners, in the folded tonneau...nearly everywhere. We disassembled an engine once to find a mouse next INSIDE a cylinder. This past spring a baby mouse fell FROM the heater onto the mechanic's foot during a test drive!!

BASIC RULES

Freezing temperatures require a 50/50 solution of anti-freeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching, caused by dirty, acidic, contaminated oil. Topped off master cylinders reduces water contamination in the hydraulic lines.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty

creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage -- discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. Discharging an entire can of WD-40 (or similar product) on all the engine components, especially the bright metal or aluminium parts (carbs, coil, anti run-on valve, etc) easily protects the underbonnet (engine-bay). A large piece of plastic on the floor protects the underside of the MG from moisture rising up through the concrete

Finally, take the MG on the last run of the season allowing it to heat up fully. A half-hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until Spring, it is necessary to remove the battery to prevent freezing. Should the battery freeze and burst, sulphuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

- 1) **Location** -- Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) **Access** -- Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter or will it be positioned in the corner of the garage?
- 3) **Traffic** -- Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?
- 4) **Humidity** -- Will the storage area be very dry or will there be a puddle of melting snow forever swilling under the MG?
- 5) **Temperature** -- Will the storage temperatures be room temp, just above freezing, or dead cold?
- 6) **Animals** -- Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?
- 7) **Owner Maintenance** -- will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

INSURANCE

(Winter Storage Continued on page 5)

(Winter Storage Continued from page 4)

Insurance is a **MUST** -- even on your stored MG! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG --or worse; and fire is always a possibility. This comprehensive insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

SYSTEMS PROTECTION

1) ENGINE: Fresh oil will adequately protect the engine for several months of relatively dry storage. If you are going to store the MG longer than the winter, or if the humidity is high, then start the engine at regular intervals and allow it to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Turn the engine over slowly, before replacing the plugs -- by the crank in the earlier models, or pushing while in fourth gear -- as this moves the oil throughout the head, pistons, and valves. Cover the tailpipe outlet with duct tape to prevent moisture from entering the exhaust system. Cover the air inlets at the air cleaner(s) with tape to keep moisture from the carb internals and cylinder head.

2) IGNITION: Normally there are no preventive measures, but if you are going to store the MG for several years, oil the distributor cam.

3) COOLING: Ensure the cooling system is filled with a clean 50/50 solution of glycol antifreeze and water. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) FUEL: If you plan just a winter's storage, then a full tank of gasoline with the addition of a can of "dry gas" or "Stabil" is satisfactory. If you plan to store the MG for a year or more, then drain the float bowls to prevent a build-up of varnish and oxidation of the metering needle. Gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so. Starting the MG with "old gas" or "bad gas" requires fresh gasoline in the carburettor just to get the engine to start running. Sometimes starting fluid (carburettor cleaner or ether) is necessary. Once warm, the engine will run on old gasoline.

5) CLUTCH: Two problems can occur in long term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can avoid these trouble spots. Damp storage is a real problem with the clutch and aggravates this rusting. Start the MG and drive it fore and aft -- even a couple of feet -- every so often!

6) SUSPENSION: Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter -- but if this is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This keeps the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If you place the MG on stands, then reduce tire pressure to 10-15lbs. Whether on stands or on the ground, be certain to move the wheels a couple of times during storage. Several rotations work well to prevent the bearings from rusting.

7) BRAKES: Rolling the MG back and forth prevents the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Operate the brakes on a regular basis to prevent the cylinders from freezing. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drums --this also allows the cylinders to move farther while exercising the pedal. Exercise the handbrake, too! Rapidly work the handle, up and down, to keep the cable and linkages free. Store the MG with the handbrake OFF!

8) BATTERIES: No battery will hold its charge forever. If the battery charge is reduced far enough, the electrolyte freezes, the case cracks, and the battery is ruined. If you store the MG in freezing temperatures, then you must charge the batteries several times throughout the winter. Use a "trickle charger" or run the engine to recharge the battery(ies). Sometimes it is easier to remove the battery! On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox. This stops the drain (albeit tiny) caused by the clock. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) BODY: To prevent oxidation or scratching, cover the MG with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, and can exacerbate oxidation and rusting. If you plan to store the MG in a heavy traffic zone (the family garage, for example), then additional protection is in order. Thick cardboard, a suitably supported piece of wood, or even an old mattress suspended from the ceiling prevents damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Make every effort to keep the floor dry!! If you plan to store the MG outside, then keep the car well ventilated and do not allow snow to pile up, under and around the car. Park the MG on a large sheet of plastic to keep the MG dry. You can park your MG in a large, specially prepared bag -- a hermetically closed environment. This "bagging" is a wonderful solution for some enthusiasts!

10) INTERIOR: Low winter humidity dries leather seats, allowing them to contract and crack. Prepare the leather

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(Winter Storage Continued from page 5)

with LEXOL to keep the hide supple. Mice cause the greatest damage to interiors! They eat the seats, the foam, the carpeting, the wiring insulation – they eat EVERYTHING!! Close off access to the interior. Keep the vents tightly closed. Erect the hood (soft top). Close the windows. Some owners remove their seats prior to storage. Several dishes, filled with mothballs, in the footwells, on the battery compartment, in the boot and in the bonnet will repel most mice. Use the "Old Fashioned" mothballs – naphthalene.

Develop your plan and store your MG carefully!
We'll see YOU and YOUR MG next summer!

John H Twist, Service Manager
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MG2001 BitterSweet

Submitted By Rick Ingram

Greetings.

I received this today from one of my local club members. John Simmers is a great enthusiast and is seen throughout the country in his MG.... usually with his black MGC/GT previously his green MGB/GT. John often wears a kilt and always smokes a pipe.

My sympathies to John and his family.

Rick Ingram
Concours coordinator, NAMGBR
Regalia coordinator, MG 2001
Founder, Prairie Octagon MG Club

Rick,
I'm sure you saw John in Minnesota. I didn't know if you knew about this. This was on the

MGC Bulletin Board at this address <http://www.mgcars.org/>
Dane

John Simmers, Mississippi, USA, papa-hem103@aol.com

On 1 September my Daughter, Susan, died of unexpected but natural causes. She was 30. These are her comments on our trip to St Paul and MG 2001 Odyssey.

PANTS IN TOMAH, OR HOW I LEARNED TO STOP WORRYING AND LOVE THE MGC By Susan Simmers

My father calls me, wants to know if I want to go on a road trip to Minnesota. He's in Mississippi, I'm in Virginia, I say sure. Thus begins the MG 2001 Odyssey tour, me and dad, cramped car, wind blowing in our hair, in my case also a spunky little bug that I think hitched from Illinois to Wisconsin in my hat, and deaf as posts from that "purring" engine. We are headed to a car show in St. Paul. I am only along to see the world, so I hope this doesn't offend the purists - there were a lot of cars, they were shiny. I can only speak of what I saw, not who had the cleanest whatnots...that's not my job. What I will say is what I've discovered...I have discovered that people eat cheese curds. I discovered that there are an awful lot of cows and corn between here and Minnesota. I learned a lot about gas station bathrooms. I learned the term "sanitary" is only a term. I learned that you should always bring your own liquor, and they sell lotto tickets everywhere, and sometimes you can get both!!! I discovered that there are places that dads still fill up the backs of their beat up pick-ups with ratty Popsicle stained kids to go get bait to go fishin' - I learned this in West Virginia, where a 10 year old girl explained to me how to tell a good worm from a bad one. I learned that if you forget to pack pants, you can get them in Tomah, Wisconsin, providing you are 8 feet tall, which I am not, but the people there won't laugh if you roll the cuffs up. I saw little kids hoot at Dad's MGC, maybe the way he thought at that age "when I grow up, I gotta get one of those", sitting on their porches, dreaming

(Susan Simmers Continued on page 7)

(Susan Simmers Continued from page 6)

away. I saw women swoon, men jealous, and awe-inspired kids. I also discovered that Minnesota people really do talk that way, and they don't really mind if you think it's funny, they do too. At the Show, there was a great camaraderie, good weather, beer, entertainment, beer, ya sure, ya betcha. It was lovely, the little ones had sunscreen, the big ones had, well, beer.....But it was a nice trip for me, I saw wildflowers, mountains, cows, great sunsets, cows, beautiful prairie, cows, and I have a lovely assortment of refrigerator magnets. But mainly I got a chance to hang out with my Dad, meet some interesting people. I opted for the hotel Jacuzzi, I can only be interested in car parts for so long. But I do think it's great when people come together to share, be it over a valve cover.....

I miss her so very much!

John

For those of you who would like to send John a sympathy card, his address is:

John Simmers, Esq.
4305 Woodside Drive
Vicksburg, MS 39180

Racing at Elkhart Lake, WI

Part 2

Road America, 1955-2001

Special to the MMGG from Mike Marini

New England MG 'T' Register and Milwaukee & Great Lakes MG Motorcar Group, LTD

Local engineer Clif Tufte had a vision of a road race course and selected a 523-acre site near Elkhart Lake in 1953. Land was purchased, a road course was staked out by walking the area numerous times to visualize a course, and Road America was incorporated on November 15, 1954. Prior to the start of construction in April of 1955, the Chicago Region of SCCA scheduled a national race at Road America for September of 1955. A first-class road racing track and facility was constructed during that spring and summer. Road America, a four-mile track, opened on September 10, 1955.

September 10-11, 1955 was the inaugural weekend for Road America. SCCA ran the races that weekend, and they were sanctioned as a National Championship event. There were two categories, Production and Modified, with several classes in each category. Three races were held on Saturday and four were held on Sunday. The first event at Road America on September 10, 1955 was an eight lap, 32-mile race for G Production cars (MG's). A field of TC's, TD's, and TF's ran in that first race, with Roy Heath winning the event in his TC. The average speed was 59.6 mph and the fastest laps were about four minutes. The second race was a 56-mile event for C and D Production cars (winners: Mercedes-Benz 300SL and Triumph TR2, respectively). The third race was a 100-mile event for E and F Modified cars (winners: Maserati A6GCS and Osca, respectively).

On Sunday of the opening weekend, four races took place. The first race was a 52-mile event for F

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Production with a Porsche Speedster winning. The second race was a 56-mile event for C Production cars with a Jaguar XK winning. The third race was a 52-mile event for G and H Modified cars. The winner in G was an Osca 1100 (a Lester-MG was second), and the winner in H was a Fibresport. The fourth and final race on Sunday was a 37-lap/148-mile event for B, C, and D Modified cars. Phil Hill, who had competed in the 1951 and 1952 races on the 6.5-mile road course around Elkhart Lake, won the first feature race at Road America on Sunday, September 11, 1955 driving a Ferrari Monza. The B Modified winner was Walter Gray in an Allard, and the C Modified winner was Sherwood Johnston in a Jaguar D-Type. Hill's winning speed was 80.2 mph. The first race weekend was successfully completed, with many more to look forward to.

Since 1955, Road America has hosted numerous events consisting of various types of races. NASCAR, USACRRC, Can-Am, Tran-Am, IMSA, AMA, CART and SCCA races have been held. In 1982, Road America held vintage car races that were open to the public. Since then vintage racing has grown in popularity with entrants coming from throughout the U. S. and even beyond. In addition, enthusiasts come to watch the racing, as well as to see the cars and the people.

The track has about 10 actual turns, but there are 14 corners that are identified by their numbered communication locations. The track elevation difference is 175 feet, with the highest point being at the start/finish line and the lowest point at Corner 12/Canada Corner. Many of the corners and viewing areas have names that are prominently displayed on maps of the track. Walking around the track is not an easy walk, but it is well worth the trip. (For those interested, each October there is a Cancer Run/Walk fund-raiser where 50,000 or more people pay a fee to run or walk the Road America track, with the proceeds going to the American Cancer Society.) Check your TV listings for possible television coverage of an upcoming event at Road America so you can watch the race and become familiar with the course.

Since the original construction in 1955, there have been numerous improvements to the track facility, such as a new pit/paddock complex, two new tunnels under the track, two new bridges over the track, repaving of the track, and extending the paddock area.

Two movies had filming done at Road America – “Winning” (1969) starring Paul Newman and Robert Wagner, and the IMAX movie “Super Speedway” (1997) featuring Mario and Michael Andretti. There was also footage filmed at the 2000 CART event for the newly released “Driven” (Sylvester Stallone and Burt Reynolds).

Events at Road America include a full slate of racing for current production and race machines (two wheel and four wheel), plus vintage race events, club events, and driver's schools. Road America hosts five major weekend events in 2001: AMA Super Cycle Classic (June 7-10), Kohler/Chicago Region SCCA June Sprints (June 21 – 24); Road America 500 Grand Am and RE/MAX Challenge Series (July 5 – 8); Merrill Lynch/Brian Redman International Challenge Vintage Racing (July 19 – 22); and Motorola 220 FedEx Championship Series (August 16 – 19). Other noteworthy events are the SFX sanctioned Championship Cup Series (CCS) motorcycle racing (April 27 – 29); the SVRA Vintage Racing and Tailgate Convention (May 18 – 20); the Ferrari Challenge (August 3 – 5), and the **Elkhart Lake Vintage Festival** (September 21 – 23). Call 800-365-7223 (RACE) or visit Road America's website www.roadamerica.com for more information.

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(Elkhart Lake Continued from page 8)

The Fall Vintage Festival was first held in 1986 as a non-spectator event, though now it is open to spectators. Each fall there is a car featured, and the 2001 Elkhart Lake Fall Festival vintage race will feature the MG. You won't want to miss it. There are an unlimited number of viewing areas for spectators to watch the racing. There are grandstands on the front straightaway and in Turns 1, 5, 7, 8, 12, and 14. There is also the VIP Tower/Media Center, or bring a blanket or lawn chair and view from almost any location you wish. Walk through the paddock area and view the cars, or chat with the drivers and crew as they are available. There are also on track vendors and a Road America shop to purchase something you can not live without. Spectator touring is also available for a limited number of people that want to drive their sports-type cars on the Road America track.

Another event not to be missed is the Elkhart Lake Street Race Circuit Tour held on Saturday, September 22. Drivers participate with race vehicles or with street legal cars to get a feel for what the original road course was like. Spend some time in "downtown Elkhart Lake" (pop. 1,019) and show off your car. The locals, as well as the out-of-towners, love to see them. While in town, you may recognize the age old names of the Osthoff Hotel, Siebkens Hotel, Schwartz Hotel, and Lake Street since they are still in Elkhart Lake, although there have been some changes.

Other considerations are shopping or vacationing in nearby Elkhart Lake, Plymouth, Kohler, and Sheboygan. Door County is a two hour drive plus there are a variety of other places that Wisconsin has to offer. If time permits, visit the Sheboygan County Historical Research Center in Sheboygan Falls and view some of their holdings related to road racing at Elkhart Lake and racing at Road America. Contact the Elkhart Lake Chamber of Commerce (920-876-2922 or 877-355-4278) for more information.

Come and enjoy the Elkhart Lake area and Road America during September 21, 22, and 23 when the **MG VINTAGE RACERS FOCUS EVENT** for 2001 will be held at the VSCDA Elkhart Lake Vintage Fall Festival. MG is the Featured Marque for the weekend. You will be able to drive a first-class race course -- Road America, AND you can tour the original road race courses. Come and enjoy old friends, great racing, and excellent bratwurst. See you there!

Information was obtained from Peter Laun's The History of the Elkhart Lake Road Races 1950-1952; Tom Schultz's Road America: Five Decades of Racing at Elkhart Lake; and various articles from "The Sheboygan Press" and "The Milwaukee Journal".

(Rallies Continued from page 10)

Upcoming Gravel Rallies:

For those of you that never quite got over playing in the dirt, there are also some good gravel events coming up.

Saturday, Oct. 6th: Tulips & Other Fall Flowers Run in Goodhue County out of Red Wing.
Rallymaster: Bruce Weinman (612) 529-6821.

Saturday, Nov. 3rd: Il Diavolo. Eleven hours of the best gravel between Red Wing and Wabasha on both sides of the river. Starts and ends in Red Wing. Rallymaster: Ed Solstad (612) 822-0569.

Happiness is:

A beautiful fall day, your favorite sports car, and a marvelously Twisty and scenic road through the woodlands of western Wisconsin. Make the most of it by joining us on one of the fall all paved Rallies coordinated by the Twin Cities Rally Association.

*By Ed Solstad, rally coordinator
Jaguar Club of Minnesota
Stella del Nord Chapter
Alfa Romeo Owners Club*

Monte Carlo Style Rallies

Forget all of the calculations and time keeping problems that used to take the enjoyment out of rallies. Think easy to follow instructions written by experienced ralliests and the easiest possible way of running a timed rally. We give you the distance to the checkpoint and tell you when to be there. All you have to do is enjoy the drive, proceed at a reasonable pace and voilà - even the first time ralliest can get a good score. RSVP early and we'll send a set of sample instructions out to you ahead of time.

Sunday, Sept. 30th: Escape to Wisconsin

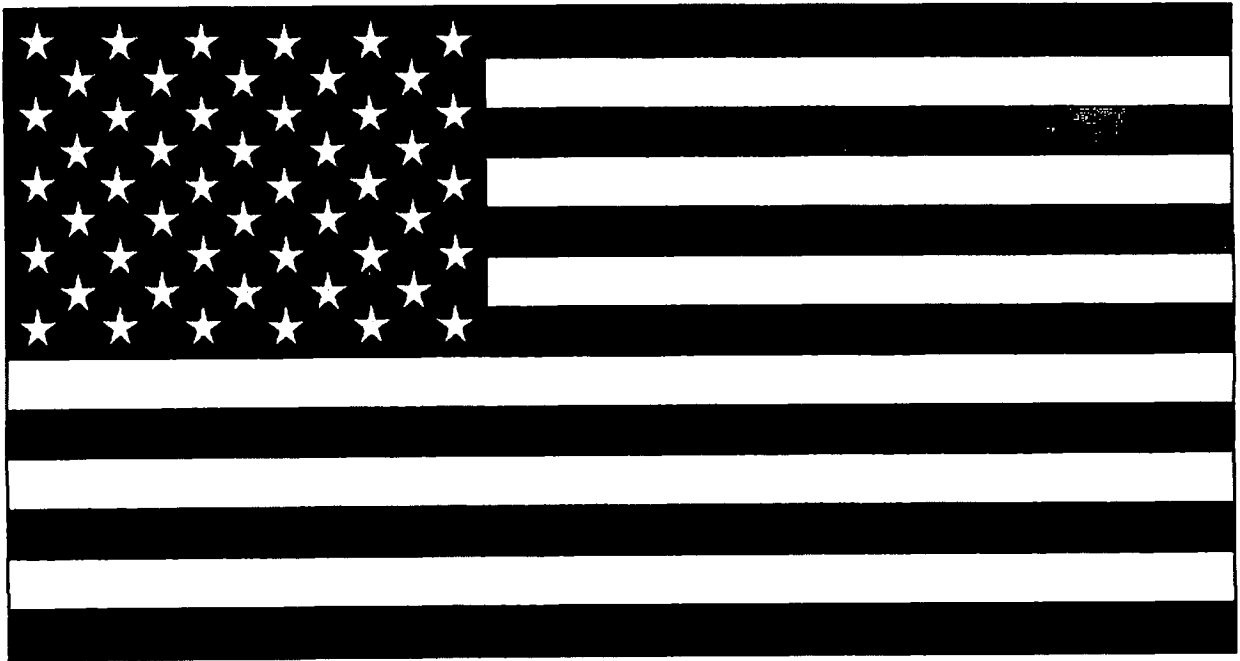
Brought to you by Dave Fuss - former SCCA National Rally Champion and perhaps one of the biggest supporters of local rallying. This Monte Carlo style all paved rally begins and ends in Menomonie, Wisconsin. DIRECTIONS: Meet at the Best Western Hotel in Menomonie, Wisconsin (exit 41 off of I-94). Registration will be from 11:45AM to 12:30PM, with the first car out by 12:45. The route consists of an odometer check and then 12 legs, with a break after leg 6. This should be a super event for rally beginners; don't be bashful or afraid. The fall colors in the local maple and oak forests should be at their peak - just perfect for a Sunday afternoon drive. And if you don't want to bother with time-checks, just drive the route, enjoy the scenery, and experience the fun of being on great roads with other interesting cars. If you had further questions, give Dave Fuss a call at (763) 494-4925 or e-mail at dave.fuss@medtronic.com for details. Presented by the Stella del Nord (MN) Chapter of the Alfa Romeo Owners Club. Vehicles of every sort are welcome - the more interesting the better.

Saturday, Oct. 13th: Coulee Color Tour

The Coulee Classic was so well received that we decided to tweak it a bit and do another run in October. It'll be run as a Monte Carlo style rally with great all paved roads, fantastic scenery, and an excellent lunch at the Star Cafe in Stockholm. What more could you ask for? Starts in Prescott, spends the day winding in and out of the coulees leading to the Mississippi ends in Alma just south of Lake Pepin. You may head back up the river as soon as we finish with the scoring or you may wish to be adventuresome and join those of us who will be staying in Alma and continuing on down the river to Guttenburg, Iowa with a return trip on Monday. We welcome you to join us at the Laue House Inn, an 1863 Italianate brick house and an incredible bargain at \$35/night with the only downside being a bathroom down the hall. Call 608-685-4923 for reservations. Dinner will be at Currents, one of our favorite restaurants. Call 608-685-4880 for reservations. Registration is from 8:45 to 9:30AM at Pt. Douglas Park on US 10 on the Minnesota side of the St. Croix across from Prescott, Wisconsin. The rally is open to all who show up on Saturday morning, but reservations are necessary for both the evening restaurant and B&B locations. For details, and for info on the overnight in Guttenburg, please contact Ed Solstad or Pat Stanley at (612) 822-0569 or esolstad@pressenter.com. Presented by the Stella del Nord (MN) Chapter of the Alfa Romeo Owners Club.

(Rallies Continued on page 9)





Club Equipment Available

The Minnesota MG Group has a number of tools and tents which can be used by club members (mostly free). They are stored at Park Bus Company/Columbia Transit Corporation (Dick Wallrich's place), which is located at 896 Hersey Street, St. Paul, MN. Telephone number is 651/644-1100.

The cost for using the wire feed welder will be \$5.00 per week which will be used to help pay for the gas and wire. All other items can be used for two weeks free, after which you will be charged \$5.00 per week.

The following is available:

- One engine hoist
- One engine leveler
- One high pressure washer
- One spot welder
- One wire feed welder

We also have:

- Two 10' x 10' tents in which any or all of the 4 sides can be removed. (To be used for club events only).

To use any of these items first call Columbia Transit Corporation to make sure someone will be available at the time you want to pick up the equipment. When you arrive, identify yourself as a MMGG member. You will be shown where the

equipment is stored. **It is very important to sign out each time you pick up any tents or tools. Do NOT remove anything without first signing for it!** Write your name, telephone number, date, and what you are borrowing on a piece of paper. Put the paper in Dick Wallrich's office!

When you are ready to return the equipment, again call Columbia Transit Corporation to make sure someone will be available at the time you plan to return the tools. **Place the returned items in the same spot you took them from.** On a slip of paper write your name, telephone number, date and what you returned. If you owe money, attach it with your paper and put it in Dick Wallrich's office.

The club recently acquired some new equipment available for you use on club events. Those items include:

- One overhead projector.
- Two bull horns.
- Two Mic's with amplifiers.

If you need help with these items, contact Jerry Strand at 715-386-5930.

Thank you for your cooperation.

WOODCRAFT DESIGNS

Custom MG Woodcrafts

Rae Mars

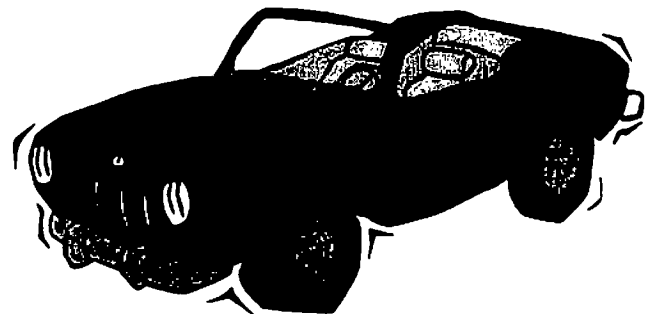
Wayne Soderbeck

P.O. Box 32

Roberts, Wisconsin 54023

Telephone: 715-425-5032

Fax: 715-425-5927



Calendar of Events

September 30, 2001 Escape to Wisconsin Rally. See page 10.

October 6, 2001 Annual Fall Color Tour hosted by Rae Mars, Wayne Soderbeck, Tom and June Moerke. Details in last months issue.

October 6, 2001 Gravel Rally, Tulips & Other Fall Flowers Run. See page 10.

October 13, 2001 Coulee Color Tour (Rally). See page 10.

November 3, 2001 Gravel Rally, Il Diavolo. See page 10.

November 3rd or 10th, 2001 Annual Meeting hosted by Dan and Jeanette Shidla. Somewhere in the northern Twin City suburbs. Details later. Mark your calendar now.

December, 2001 No activity scheduled. How about someone gathering the group for Christmas cheer at a pub? **Volunteers please.**

January 12, 2002 Annual Holiday Party and MG Bucks Auction. Hosted by Elena Pierce and Peggy and Brian Walsh, and held at 3M's Tartan Park Clubhouse in Lake Elmo, Minnesota.

July 3—6, 2002 11th Annual International Convention of The North American MGB Register in Grapevine, Texas. More information at www.MG2002.com (available in the fall of 2001) or email wkube@augustmail.com.



MMGG

Technical Advisors

The following people have expressed a willingness to answer questions and offer advice about these cars. Take them up on their offer.

T-types

Lew Palmer 651/436-7401

MGA

Roger Karnopp 651/454-1379

MGB

Randy Byboth 952/936-9335

Midgets

Dewey Frier 763/424-3286

Brian McCollough 651/462-0145

Bodywork

Dewey Frier 763/424-3286

For Sale.....Wanted.....Misc.

QUALITY COACHES, INC.
20 W. 38TH ST
38TH & NICOLLET
MINNEAPOLIS, MN 55409
612-824-4155
FAX:612-824-4460/qcoaches@uslink.net
www.quality-coaches.com
**27 YEARS QUALITY AUTO REPAIR
and RESTORATION
MOSS DISTRIBUTOR
MG * TRIUMPH * AUSTIN HEALEY
MAINTAINING ALL BRITISH CARS**

For Sale: 1969 MGB GT. Wire wheels, runs good, some previous work done to body, extra parts. \$900.
Brian McCullough 651-462-0145.

Wanted: 1973 or earlier MGB or MGB-GT. If you know of one contact Keith Pryor at 651/433-3607.

For Sale: 1967 MGB Roadster that needs TLC. Complete car with solid body. \$1500. Call Jeff Engebretson weekdays at 763/241-2408 and weekends at 612/730-3129.

British Automotive Specialist
Austin * Austin Healey * Morris * Mini and more!
Mechanical Services and Restorations
Buy and Sell Cars * New and Used parts
WWW.DRIVE.TO/BMC.COM
Brian McCullough
Forest Lake, Minnesota
651-462-0145

For Sale: For a mid-70's Midget, new tonneau cover and convertible boot.
Call Denny at 952-939-9973.
October 2001

Minnesota MG Group Membership Application

The Minnesota MG Group was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of all MG cars. MG car ownership is not necessary to be a member of the Minnesota MG Group. Initial membership is \$30.00 and \$25.00 for renewals. The membership year runs from January 1st to December 31st. New members joining after August 31st of any given year shall be granted membership for the remainder of that year and the next year as well. Use this form to join or renew your membership.

Please complete this form, write out a check for \$30.00 or \$25.00 and mail to:

Minnesota MG Group
1092 Golden Oaks Drive
Hudson, Wisconsin 54016

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

Telephone w/area code: () () ()

Email address: _____

MG(s) Owned: _____

Minnesota MG Group
3599 Gershwin Court North
Oakdale, Minnesota 55128-3044

Safety Fast

We're on the Web!
www.mmhg.org

Randy Byboth Cindy O'Brien
5041 Beacon Hill Rd Pd01
Minnetonka, MN 55345

