



GAZETTE

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Tech Session Scheduled for February 23

Mark your calendars now for February 23, 2002, the date of our upcoming, first of the new year, Tech Session at *Quality Coaches*. Coffee and doughnuts will be served beginning at 9 am, with the session starting at 9:30 am.

Gene Cooper and Randy Byboth will share their knowledge of electrical systems, trouble shooting a variety electrical problems you might experience. They will go over the weakness

of Lucas wiring and recommend fixes, so you can spend less time repairing your car and more time driving.

After a very fine chili lunch, they will discuss ignition systems and the advantages of electronic ignitions.

A big thank-you to Mark Brاندow for the use of his shop. Be sure and wander around the show room and shop; look for

(Tech Session Continued on page 5)

Holiday Party Huge Success

Submitted by MMGG Member Keith Galbrith

Ninety Four people attended the January 12th, 2002 event, held at 3M's Tartan Park Club House.

Door prizes and auction items were displayed in an area in which you could register, renew your membership, socialize, and watch a video on MG2001 on 2

screens. Trophies awarded to the Minnesota MG Group for MG2001 were on display in the adjacent dining area. An introduction by host Elena Pierce preceded the wonderful buffet dinner. Words from the keeper of the trophies, Bob Figenskau,

(Holiday Party Continued on page 3)

The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for December. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Comments From The President

Our Club is for all members and ideally scheduled events will respond to preferences of the group. With this in mind the coming events calendar is receiving considerable attention.

A new twist has been added this year with local British Clubs looking to coordinate a number of joint events. Many of you have asked for more Intermarque activities and a group is now working on it. We'll see how it goes, it could allow more and expanded types of events. Give

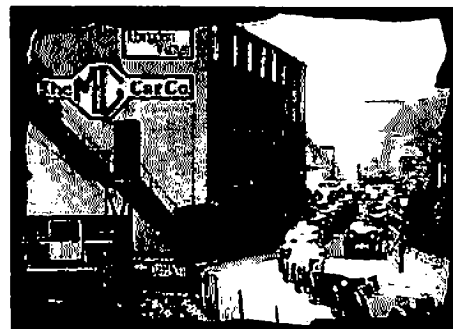
Simon Bosworth a call with ideas, requests etc. for MMGG and Intermarque categories.

The Holiday party was great and now many of us turn to delayed mechanical and other needs of our fine little jewels. In my case I'm focused on an all too frequent ritual of removing and re-installing the engine. Someone said this was the proper way to change oil. Seriously I'll never match Randy Byboth but the engine change does take less time each year. And numerous winter sales offering significant discounts make repair tasks more

enjoyable.

Be sure to put the kickoff event on your calendars.

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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(Holiday Party Continued from page 1)

President Dan Shidla, and VP Simon Bosworth followed.

The evening was capped off by, of course, the MG Bucks auction. Auctioneer Mark Tessmer was very entertaining. He belongs on television. About 150 changing images of MG2001 were projected onto a screen behind the dining area speaker's podium throughout the party. Thanks to Jim Pennoyer for putting that slide show together. Thanks also to Philip Galberth for the excellent videos; to hosts Elena Pierce and Peggy and Brian Walsh, and others who donated their services. And thanks to 3M and those who donated door prizes and auction items.

Any volunteers to host next year?

Thank You, Thank You!

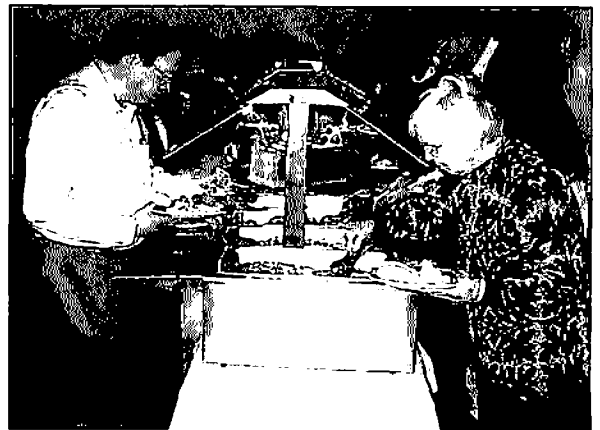
*From the Holiday Party Hosts,
Elena Pierce,
Peggy and Brian Walsh*

Our hearty thank you to the businesses and individuals who contributed items for the Holiday Party.

Jim Pennoyer
Trane Parts
(Phyllis Galbreth)
Jon Masley
Brian and Peggy Walsh
Glenn and Annette Fisher
Bob Figenskau
Steve and Linda Bryan
The Roadster Factory
Mike Carpenter
Victoria British
White Post Restorations
Darlene Palmer
Wayne Soderbeck and Rae Mars
Midwest Motor Sports
(Dan Iberg)

Jerry Strand
3M
Ken Merrill
Elena Pierce
New Life to Classics
(Dave Wintz)
Quality Coaches
(Mark Brandow)
Moss Motors
Dick Wallrich
Little British Motor Company
Tim Crain
Apple Hydraulics
Doug Madson
Keith Galbreth

And our special thanks to our auctioneer, Mark Tessmer.



**More Pictures
On
Page 8 and 9**

Visit England and Silverstone in 2003!

Trip being planned to British Grand Prix

Submitted by MMGG Members Ken and Diane Merrill

Editors Note: MMGG members Ken and Diane Merrill are organizing a trip to England in 2003. They want to see the races at Silverstone and take in various tourist sites. If interested, please contact them directly at telephone 651-455-5681 or email them at ALIRORA31@AOL.COM. This past summer, at MG2002, Ken and Diane met David Pelham from East Grinstead, West Sussex, England. While socialized, they told David of their ideas and he volunteered to help them in the planning process. Now how's that for MG'er helping other MG'ers!. What follows is David's email note to Ken and Diane. I don't know about you, but I'm going on this trip!

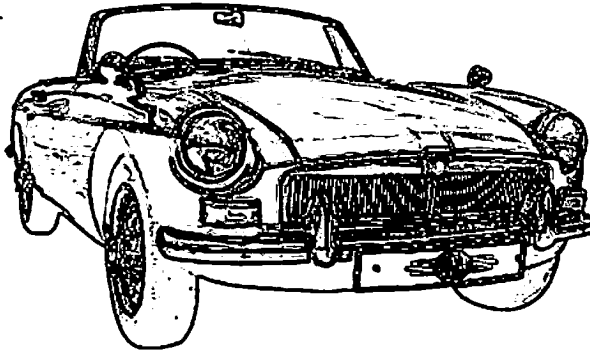
Hi Ken & Diane

Thank you for your E-mail. I am glad that Diane is getting better. I hope that you are having a good Thanksgiving Day. Unfortunately on this side of the pond it is just another working day. MG2001 now seems a long time ago but I still have fond memories.

I have done some brief planning for the Silverstone Tour in 2003 and would ask for some of your comments. One of the first

things we need to establish is whether you would like 7 Days, 10 Days or 14 days. Another consideration is do people want to be organized for the whole of the tour i.e. a coach for transportation for the entire holiday or will people want to hire a car for some or part of the time?

I assume that the flight will be to/from Minneapolis - London.



Northwest flies to Gatwick, which is about 15 - 20 minutes from me. This would be ideal as there is a hotel less than 1/2 a mile away where the General Manager is a friend of mine. I would hopefully be able to negotiate Corporate Rates for all. We have a guest bedroom and could provide accommodation for both of you. If you fly to Heathrow then Hotels are more expensive. Indeed UK hotels are more expensive in the USA. I anticipate that the hotel near the airport either Gatwick or Heathrow would only be used for the first and last

nights of the tour.

Suggestions for the Itinerary are:

Friday, Saturday & Sunday - All days to be spent at Silverstone. In general racing takes place over all three days. Auto jumble starts Friday pm and continues throughout. Pride of Ownership, Concours, Gymkhana etc takes place on Friday/Saturday.

I have spoken to Robert Gamage, the Chief Executive of the MG Car Club and informed him of our intentions. I have suggested that we try and get an MGF for each of the party to have a drive in. It is possible that we may find 1 or 2 more cars to play with. Hotels near Silverstone tend to be fairly small and book up very quickly once the Silverstone date is announced. There is quite a good hotel about 10 miles away that would be suitable. It has a good restaurant and is relatively inexpensive. An alternative is a Travel lodge about 5 miles away, similar to a US style hotel. It does not have a lounge bar like the hotel but has a Happy Eater (UK version of Dennys but cleaner) next door. The benefit is that current costs are approx 45.00 per double room, per night.

(Silverstone Continued on page 5)

(Silverstone Continued from page 4)

Either the Thursday before Silverstone or the Monday after.

Visit to the British Motor Heritage Museum at Gaydon followed by a trip to Stratford upon Avon, Shakespeare Birthplace and Warwick. Overnight accommodation to be arranged in this area.

At least two days of the Tour to be spent in London. I would suggest that one day is organized and the second day is a free day for all persons to 'do their own thing'. This day could be extended if necessary. On the organized day I would suggest that we visit the London Eye; this is now the Second most visited attraction in the world, only the Eiffel Tower in Paris has more visitors. I would also suggest a boat Trip on the Thames taking in the river from the Thames Barrier in the East to as far West as we can go. This will take in sights such as The Tower of London, Tower Bridge, House of Parliament, and Big Ben etc. We could then visit Buckingham Palace, St Paul's Cathedral or any other points of interest.

The Wednesday after Silverstone (The Car Club Team will take two days to clear up after Silverstone) we can visit Abingdon and the MG Car Club Offices. I will arrange for a Reception and try and get Jim Simpson to come along. We can then go for lunch

to the Boundary House, Cecil Kimber's old house that is now a Public House.

Other ideas that we can consider are:

A visit to Bath and a stopover at Cheddar Gorge; Canterbury Cathedral; Stone Henge. The MG Car Company to see the new MGs being built. A visit to the MG Owner's club offices (near Cambridge) with a visit to Cambridge and/or the Airforce Museum at Duxford. A day trip to Paris on the Euro tunnel!

I am sure that both you and other colleague's coming will have some ideas on what they would like to do. Another possibility would be to have the 'Cure Jetlag day' or we 'fly back tomorrow day' in East Grinstead my hometown. You can have a look at our website at <http://www.egnet.co.uk/>. We are about 20 minutes away from the Bluebell Railway, one of the largest preserved Steam Railways in the country. We could have a reception or farewell BBQ at my house.

I hope that the above may be of some help. Could you let me know how many persons you are expecting to come over, how many days organized tour, and any budget ideas.

Regards.
David

(Tech Session Continued from page 1)
his latest secret MG project.

Quality Coaches is located at 20 West 38th Street in Minneapolis. Take the 35th/36th Street exit from highway 35W, go west to Nicollet, then left on Nicollet to 38th Street, turn right and you are there!



(Fingerprints Continued from page 7)

12/12 M-type Midgets of 1931 and 1932, which put MG on the map by winning the Brookland Double-12 race, the K3 of 1933-1935 which won the Mille Miglia, the famous J2, which set the styling for MGs for the next 23 years culminating in the 1955 TF. But there are many many more, seldom heard about, and even less seen, but no less significant.

Jim Pennoyer has done a nice job of collecting pictures of many of these cars and has them posted on the MMGG web site. I encourage you to take a look and to delve into some of the really good MG history books. Most of all, if you see me out and about in my 1932 J2, stop me and ask for a ride. I guarantee you'll understand what is so special about the Triple-M cars.

FINGERPRINTS

Submitted by MMGG member Lew Palmer

Midget, Magna, and Magnette... Three little words that describe MG in it's most exciting and formative years, from the 1928 London Motor show which saw the launch of the first M type Midget, to 1936 when the last overhead cam car came out of the Works. These were the Cecil Kimber years... golden years for automobilia and MG in particular. Kimber was in his prime, an innovative, a feisty taskmaster, and a dogged and enthusiastic proponent of automobile excellence through competition. It is said that the early Midget and it's following brethren would scarcely have made quite such an impact without the tremendous boost furnished by MG's racing and record breaking achievements.

Early successes in the Brooklands 12/12 races propelled MG into the forefront of light car racing in the 30's.... the men, women, and cars were legendary and the accomplishments were legion. Through the 30's MG won more motoring competitions of all sorts than any other marque!

Of the 11,500+ MMM cars produced between 1928 and 1936 there is one common thread: the strong, small displacement, single OHC engines that were the heart of these four cylinder Midgets and six cylinder Magnas and Magnettes. They are marked by a unique vertical dynamo/bevel gear cam-drive train and range from 746cc to 1271cc.

Today more than 3000 of these historic MGs are in the hands of enthusiastic MMM Register members worldwide, and as it is the mission of the Register

to preserve and foster the use and enjoyment of these historic prewar MGs, the North American MMM Register welcomes you to come see, up close and personal, the only MGs that bear Cecil Kimber's finger prints!

These words written by Bill Tantau, the Chairman of the North American Triple-M Register capture the spirit of the Triple-M cars. These are the three models produced by MG during that period of 1929 through 1936.

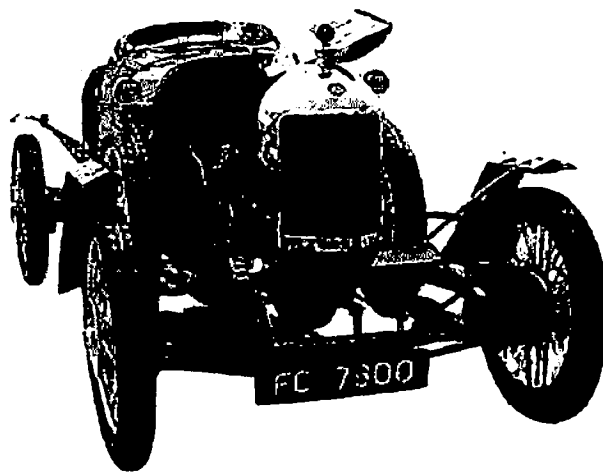
It was, without question, the period where victories on the race circuit propelled the company from a time when they were simply "hotting up" standard, and somewhat mundane, Morris cars and selling them to the enthusiast who wanted more out of a motor car than was currently available. It was a period when the sheer genius of largely untrained people like Cecil Kimber, Cec Cousins, Reg Jackson, Syd Enever, and others squeezed a level of performance out of a motor car never seen before and rarely equaled since.

"So what were these cars?", you ask. Well, it is important to first understand a little of the early

years.

In 1921, William Morris had hired Cecil Kimber to head up sales for the retail outlet of Morris Motors, Ltd., known as Morris Garages. Even before that appointment, Kimber was interested in special tuning of the Morris line, and with the encouragement of William Morris himself, started offering somewhat customized versions of standard Morris cars.

Over the next few years, more and more of Kimber's time was directed toward this end of the business and by 1927, the cars so produced became known as the now famous MG marque. As



Old Number One

early as 1925, the cars had not only attracted attention, but were winning in competition. The now famous "Old Number One" was one such car produced. It

(Fingerprints Continued on page 7)

(Fingerprints Continued from page 6)

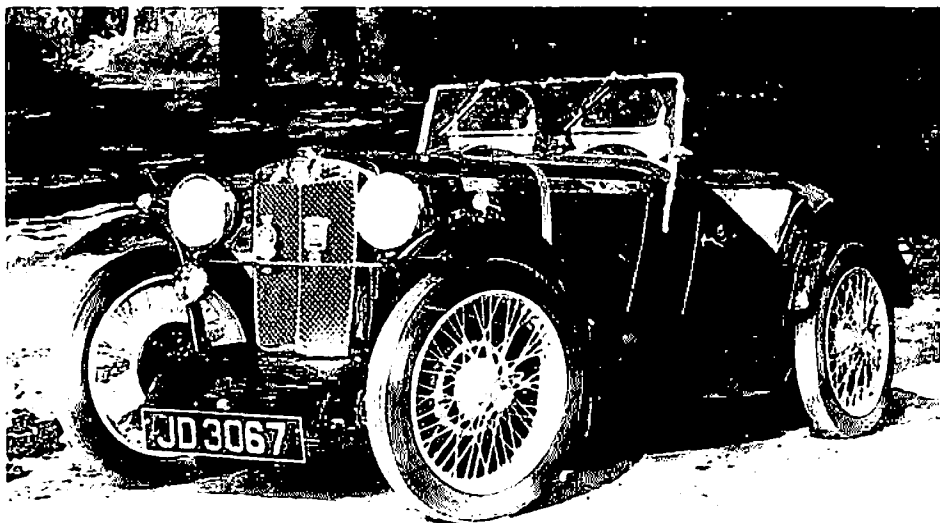
was a special bodied Morris chassis, with a Hotchkiss engine, in which Cecil Kimber won a gold medal in the 1925 Land's End Trial.

MG went on from success to success, some more spectacular than others. But the first large scale commercial success came when, using a standard Morris Minor design, they went on to specially tune the suspension and power train, and produced the fabric-bodied MG M-type. This was a small car by anyone's standard, with a 750 cc engine, but capable of some 65 MPH. It, in fact, was the first MG Midget, and carried that designation.

The M-type was a huge commercial success, as it was sporting, delivered good performance, and was affordable (at £185) by many "boy racers" of the day. Its production ran for over 3 years with a total production of over 3200 units.

It was quite obvious to all concerned that in order to sustain the type of commercial success MG was then enjoying, they could not continue to move from small garage to larger garage. Their then current Edmund Road (Oxford) facility would have to give way to a purpose-built factory. Thus with the blessing of William Morris, facilities were acquired in Abingdon, just 6 miles away, which until 1980 was the home of all MG production.

Over the next seven years, an amazing numbers of models were produced. In a day where it takes several years to design, prototype, manufacture, and market a car, which incidentally, looks remarkably like its predecessor, it is astounding to realize that MG produced 24 different MAJOR models. And within these 24, there were 48 different variants, either different body styles or racing versions. Add to this, options, allowing customers to customize their MG to their particular taste, and you can see



Lew and Darlene Palmers 1932 J2

the magnitude of MG's accomplishment.

All the while this frenetic manufacturing activity was going on, racing activities, mostly by private individuals and supported by the factory, were consuming resources, but adding to the knowledge of the engineers. For Kimber was keenly aware that developments achieved through

racing success would pay handsome dividends if they were integrated into the production cars.

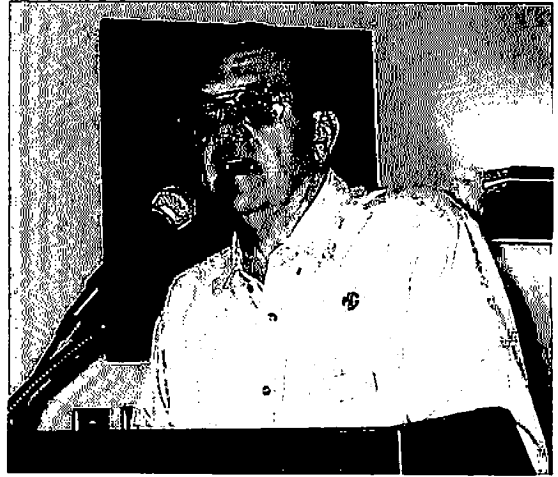
A number of these cars are still in the hands of enthusiasts. In fact, in 1989, a number of these cars were gathered at the MIRA test track in England to see whether they could break various records which were set in the 1930s by these same cars, *and which still stood over 50 years later!* Many of those records did fall, but to MG's credit, many still stand unbroken after no less than 65 years.

Now you perhaps start to understand the amazing achievements of this team of people, and why a pre-war MG still excites its owner. It's a driving experience like no other MG since can deliver.

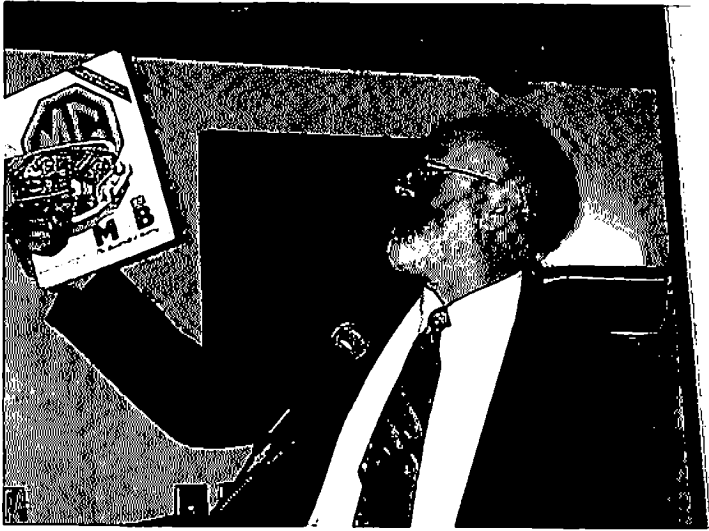
There are a few legendary MGs, like the Montlhery Midget and

(Fingerprints Continued on page 5)

Holiday Party 2002



Holiday Party 2002



New Member Profile

By MMGG Members Glenn and Annette Fisher

New Member Profile – Glenn and Annette Fisher

I don't know if we would own "Sophie" today if the big MG event hadn't happened this summer. For the 30 years, Annette and I had occasionally "fought the bug" of owning another MG. But the time just never seemed right to have a non-utilitarian car.

We went to the Fair Grounds on July 4th only half hoping that this wasn't going to be like "just looking" at puppies or kittens. As we walked through the entry gate and saw row after row of shiny MGs in the distance, the memories of my 1962 Midget came flooding back. I knew I was in trouble.

Annette and I met as a result of that Midget. We were sophomores in college and I was at a friend's house tuning carburetors on his MGB and my Midget. A mutual friend brought Annette over in his Triumph GT6+ and introduced us. Our first weeks of dating even survived the quirks of a true roadster.

We were driving in the Midget one summer Saturday evening when Annette asked if I could turn on the heat. "Of course" said I and pulled over to the side of the road, popped the bonnet and opened the faucet in the engine that allowed warm fluids to circulate into the cockpit heater.

She told me later that even though the heat was a bit too much, she didn't dare ask me to turn it down.

But the Midget was a bit impractical and undependable for the weekly trips I made between my college and home so it was eventually replaced by a brand new 1970 Mustang – a beautiful car, but not much more dependable than the MG had been.

Anyway, as the years went by, we envied my brother when he bought a much more modern MG Midget; envied my best friend as he bought a series of MGs ranging from a convertible to a beautiful yellow MGB GT; and envied a new friend, whom we met during the first years of our marriage, as he got stranded at various places in upstate New York by the MGB he had bought to satisfy a desire he had had since his teens.

So there we were at the Minnesota State Fair Grounds surrounded by all those shiny Sirens calling us to our fate. "Don't stop; keep walking" I kept saying to myself. But the temptation was too great. As we were looking at the only 1962 Midget on the grounds that day, we met Tom Moerke and, to mix my metaphors, unknowingly, he "set the hook."

When we got home from the

Fair Grounds we started searching the internet for information about MGs and places we could go to buy a car. Tom had given us an MMGG newsletter and we made a couple calls to people listed as experts. Randy Byboth and Mark Brandow were very helpful so we ended up at *Quality Coaches* "just to do a little research." But the first test drive clinched the deal and within two weeks, we owned "Sophie", a beautiful 1979 B in excellent condition.

For the rest of the summer, we tooled around the country roads between Woodbury and Afton in our new treasure making up for years of being sans MG. Sophie is resting comfortably in a heated garage this winter. I visit her once a week to try to keep the brakes and clutch free during her long sleep. Sometimes I can't help but put my hands on the steering wheel and make motor noises.

Oh, why do we call her "Sophie"? Annette's Aunt Sophie left her a bit of a legacy that made it possible for us to acquire our MGB. We believe she would have thought it "just grand" that we think of her every time we take her namesake out for a spin.

Glenn (and Annette) Fisher

Club Regalia

The following items are available for sale by contacting Rich Leslie at 763-754-2965 or via email at richdebathome@aol.com. Do you have new ideas for club regalia? Let Rich know your thoughts.

Item	Quantity.	Description	Size	Cost
T-Shirts				
Adult	1	Green w/maroon MG	XL	\$10.00
	1	Light blue	XXL	\$10.00
Kids	1	Lime green	SM	\$7.00
	2	Lime green	L	\$7.00
	4	Yellow	SM	\$7.00
	3	Yellow	Med	\$7.00
	2	Yellow	L	\$7.00
	4	Medium blue	SM	\$7.00
	4	Medium blue	Med	\$7.00
	4	Medium blue	L	\$7.00
Polo Shirts				
Adult	2	Cream	Med	\$15.00
	1	White	L	\$15.00
	1	White	XL	\$15.00
	4	Grey 2001	Med	\$15.00
Denim Shirts				
Adult	1	Long Sleeve	Med	\$29.00
	4	Long Sleeve	XL	\$29.00
	1	Long Sleeve	XXL	\$29.00
Bumper Stickers	137	2001 Odyssey		\$0.25
Can Coolers	235	Grey w/red MG letters		\$1.50
Grill Badges	53			\$22.00
Other				
		MG 2001 Dash Plaques		See Dan Shidla
		MG 2001 Convention Pins		See Dan Shidla

1/15/2002

Calendar of Events

Editors comments: This calendar will be continually modified and updated. The MMGG club is working closely with other British car clubs on a variety of activities. You are encouraged to attend any car club event.

- February 23, 2002 **MG Tech Session** hosted by Gene Cooper, Cindy O'Brien, and Randy Byboth. Session will be held at *Quality Coaches*, 20 West 38th Street, Minneapolis, Minnesota and will start at 9:00 a.m. Various topics to include electronic ignitions.
- March 24, 2002 **Annual Kick Off brunch**, hosted by Dave Stovall and Jim and Joleen Lymburn. Details to follow.
- April 27, 2002 **MG Tech Session** hosted by Dan and Dianne Iberg. Session will be held at *Midwest Motor Sports* in St. Cloud, Minnesota. Details to follow.
- May, 2002 **Annual Intermarque Banquet and Mearn's Meander Rally**. Hosted by the Minnesota MG Group. This event is open to anyone with a British Car, wishes they owned a British car, or own something they wish was British. Details to follow.
- May 17, 18, 19, 2002 **Carlisle Swap Meet** in Carlisle, Pennsylvania. This is the largest swap meet of British car parts in the nation and a yearly event. Some members of the MMGG always attend. For more information contact Doug Madson, 320-251-0317.
- May 25 - June 2, 2002 **British Car Week**. Also known as Drive Your British Car to Work Week. Time to show off your car the entire week. Drive it!
- June 1, 2001 **Summer Picnic in Mankato** hosted by Dave and Linda Wintz. Meet at Dave and Linda's shop, *New Life to Classics* starting at 10 A.M. Beverages and dessert provided. Bring your own picnic lunch. More details to follow.
- June 6 to 9, 2002 **Rendezvous 2002**. "A celebration of Vintage British Sports Cars" at Sugar Lake Lodge, Grand Rapids, Minnesota. This is a yearly event that rotates from Thunder Bay, Ontario; to Winnipeg, Manitoba; and to a site in Minnesota. Hosted by the Minnesota Austin Healey Club. For further information contact Gary Ronning at 612-722-8397, e-mail gtronning@aol.com or Tom Politiski at 218-367-2168, e-mail healey@yahoo.com.
- July 3 to 6, 2002 **11th Annual International Convention of The North American MGB Register** in Grapevine, Texas. Gathering for MGB owners only. Other MG models have their own gathering. All models meet every 5 years (like MG2001 this past summer). More information at www.MG2002.com or e-mail wkube@augustmail.com.

- July 16 - 19, 2002 **Vintage Triumph Register National Convention 2002**, held at Treasure Island Resort, Red Wing, Minnesota. The Triumph National Convention returns to Minnesota. Featured model at this convention will be the TR4, which is celebrating the fortieth anniversary of its appearance in America. For further information triumph@pressenter.com or Bob Lee at 715-425-2580. Go ahead and visit. MG's are welcome.
- August 10, 2002 **Ellingson's Swap Meet** in Rogers, Minnesota. Hosted by Jim and Cindy Pennoyer; Phil and Darcie Vanner; and Brian and Jennifer McCullough. Details to follow.
- August 15 - 18, 2002 **Abingdon Summer Party** in Abingdon, Ill. Hosted by the Chicagoland MG Car Club. Small American town Abingdon becomes English town Abingdon for a few days. Main street is closed off for our cars so you can drive in the Abingdon Gymkhana, enjoy Natter 'n' Noggin, and listen to Mr. John Twist. More details as available. For further information contact the Chicagoland Club at www.chicagolandmgclub.com.
- September, 2002 **Wheels and Wings** gathering, hosted by Jerry and Nancy Strand. Location unknown at this time. Details to follow.
- September 20 - 22, 2002 **Elkhart Lake Vintage Festival** presented by VSCDA (Vintage Sports Car Drivers Association). Featured marque not available. See the VSCDA web site for more information (www.vscda.org).
- October 5, 2002 **Fall Colour Tour** hosted by Doug and Mary Madson and Dan and Dianne Iberg. Route through the woods and dales of central Minnesota. Details to follow.
- November 9, 2002 **Annual Meeting of the MMGG**. Hosted by Dan and Jeanette Shidla. Details to follow.
- January, 2002 **Annual Holiday Party and MG Bucks Auction**. Host needed for this event.

How will you help the club this year?
Please Volunteer

Club Equipment Available

Our MG club has some excellent equipment for club member use. Dick Walrich at Park Bus/Columbia Transit Company in St. Paul keeps our welders, engine hoist, pressure washer and tent. His telephone number is 651/644-1100. Our bullhorns, overhead projector and microphones/amps are available through Jerry Strand at 715/386-5930. For specifics, please refer to previous newsletters, our website or call for details.

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.

Triple-M - Lew Palmer 651/436-7401

T-types - Bob Figenskau 952/935-7909

MGA - Mike Hirschman 763/391-5769

MGB - Randy Byboth 952/936-9335

Midgets—Dewey Frier 763/424-3286 or Brian McCullough 651/462-0145

Bodywork - Dewey Frier 763/424-3286

Stilton Steak

THE MIDLANDS

Stilton is the only British cheese to have its name protected by copyright, which means that it can only be produced in the three counties of Derbyshire, Nottinghamshire and Leicestershire. It's a rich, creamy cheese, immediately recognisable with its pattern of blue veins, and has a distinctive mellow flavour.

Serves 4

100g (4oz) Stilton cheese, crumbled 25 g (1 oz) butter, softened
50-75 g (2-3 oz) shelled walnut pieces, finely chopped pepper
4 sirloin or fillet steaks, each weighing about 100-175 g (4-6 oz), trimmed

1. Put the cheese in a bowl and mash with a fork. Add the butter and walnuts and mix in. Season to taste.
2. Put the steaks on the grill rack and season with plenty of pepper. Put under a preheated hot grill and cook for 2-10 minutes on each side, according to the thickness of the steaks and how well done you like them.
3. Remove the steaks from under the grill, sprinkle the - cheese and nut mixture evenly over them and press down with a palette knife. Grill for 1 further minute or until the topping is melted and bubbling. Serve hot, accompanied with boiled new potatoes and a mixed salad.

From The Dairy Book of British Food.

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

Kind of classified rules: Minnesota MG Group members ads will run for three months, unless you tell the editor to drop them earlier or run them longer. The month/year the ad was placed is in italics below the ad.

Jeff's Ten Dollar Sale

1972 MGB Bright Trim Rings, MG Seat Covers, Center Counsel, Steering Wheel, Grill, Chrome Side Trim -- \$10.00 each set.

Call Jeff at 651-735-0780

December 2001

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