



GAZETTE

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**2002 Dues
Are Payable
NOW!**

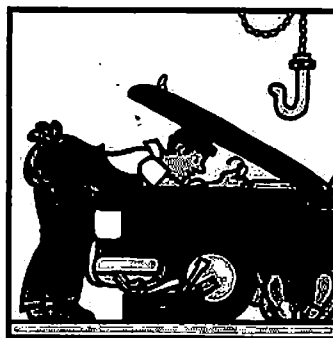
The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for December. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.

Spring Tech Session Scheduled for April 27, 2002

**Get your car out of
Storage!!**

Come to *Midwest Motor Sports* in beautiful Sauk Rapids, Minnesota Saturday, April 27th, 2002.

Dan Iberg, owner of *Midwest Motor Sports*, invites you to get ready for the summer driving season. He will have 4 hoists open for oil changes, inspections, or whatever.

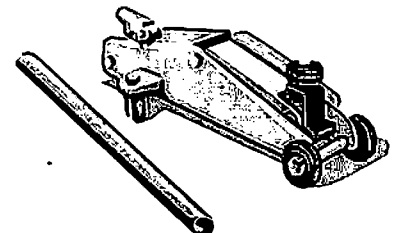


We will discuss what to watch out for to provide you with trou-

ble free (?) motoring this season. Bring your own parts if you wish or get them from Dan. The session will start at 10 am and lunch will be served at Noon. We will stay until everyone is done. Questions? Contact Dan or his staff at 320-251-0676. See YOU there!

Directions to *Midwest Motor Sports*:

Take highway 10 north to St. Cloud. Take the first Sauk Rapids exit (Benton Drive). Turn left onto Benton Drive. Turn left at the 3rd stoplight. Cross the railroad tracks. Turn left before the bridge. *Midwest Motor Sports* is behind the Checker Auto Parts store.



Comments From The President

Well so much for the mild winter and early driving season. I'm sitting here the week before our spring kick-off and looking at more snow coming down. The driving season will be delayed just a bit. At least the Go-Cart Challenge is indoors.

A few members have been aggressively searching trophies. Larry Colman recently brought home a beautiful 1978 Roadster with just a few extras; a 3.9 Rover V8, a Mustang rear-end and a host of other specials.

Larry, we need more than a picture. Hope to see you at one of our future events; Larry Henle might share the driving (or low level flying) from Marshall.

Last month's tech session at Quality Coaches was a huge success with over 75 people in attendance, some soaking up pointers from Randy Byboth's very informative sessions and others just absorbing the atmosphere and Cindy's chili. Thank you to Mark Brandow, owner of *Quality Coaches*, and Randy. Give Mark, Val or Randy a call for those spring tune-up needs

or major repairs.

A few coming events sure to be well attended –

Dan Iberg's tech session April 27 in Sauk Rapids - Dan is sure to have a number of real neat vehicles in addition to an excellent program

Inter-Marque Spring Car Show & Banquet sponsored by the Inter Marque Council, May 19 at Sherlock's Home – come

(Presidents Comments Continued on page 3)

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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MG Production Figures 1945 through 1955

Thanks to Tom Moerke for his detailed research and special thanks to spouse June for her patience with Tom as he undertook this project. To the uninfected masses such a study of MG trivia would be grounds for calling out the men in the white suits. We love it. Thanks Tom and June. Tom has completed this study through 1980. Earlier issues of the Minnesota MG Group Gazette listed data on MGBGTs, MGBs, MG-V8s, MGCs, and MGAs. Production data on Midgets is on page 14. Enjoy!

TC	Production Dates	November 1945 to December 1949
	Total Production	10,000
	Price: \$2238 POE (1947)	
	Weight: 1764 lbs	Max Speed 76 mph
TD	Production Dates	November 1949 to August 1953
	Total Production	29,665 including 1011 Mark 2's
	Price: 1850 POE (1950)	Max Speed 78mph (83 for the Mark 2)
TF	Production Dates	October 1953 to February 1955
	Total Production	6200 TF1250's and 3400 TF1500's
	Price: 2195 POE (1954) TF1250	Max Speed 83mph-TF1250
	3400 POE (1955) TF1500	88mph-TF1500

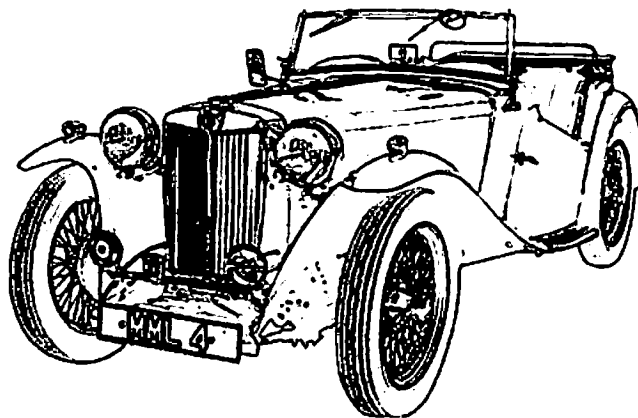
(Presidents Comments Continued from page 2)

for all or part.

Rendezvous 2002 in Grand Rapids MN June 6-9 --- Gary Ronning reports continued strong interest. Give it consideration.

See you next month.

Dan



Barrett-Jackson Classic Car Auction

Submitted by MMGG Member Larry Henle

SCOTTSDALE, AZ. – This is about the fifth year that Barb and I have attended the Barrett-Jackson Classic Car Auction and it seems the interest and excitement continues to grow. This year's sale proved beyond a doubt that the value of our classic MGs is on the way up. For example, a 1972 MGB Roadster described as a ground-up restoration completed by a professional shop in 1999 with new Dayton wire wheels and a leather interior sold with no reserve for \$10,044. My personal opinion was that this was a nice car, but not



1972 Roadster sold for \$10,044 at this years Barrett-Jackson 31st Annual Collector Car Auction

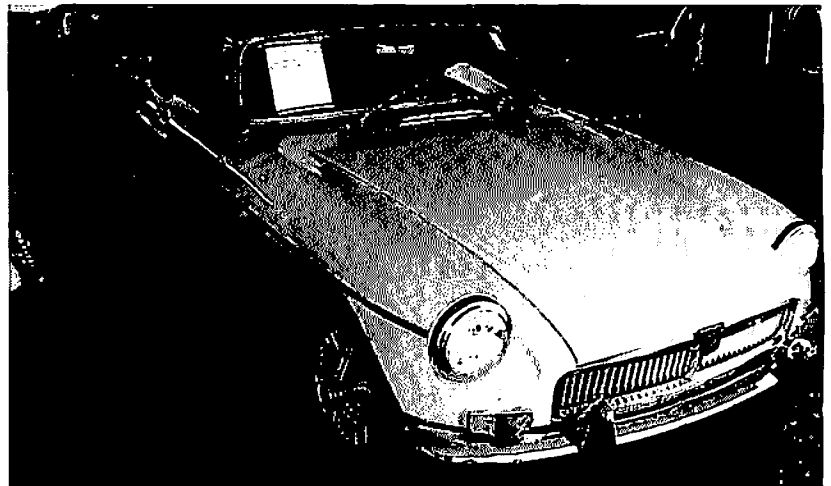
that nice. The dash top was cracked and the rear end looked like it had been jacked up. We have many, many of our own members' cars that look great and are much nicer than this.

Now hand on to your hats and listen to this...there was this 1964 MGB roadster that crossed the block and did not sell. This probably was one of the nicest MGs I have ever seen. Everything about the car was perfect, either new or totally reconditioned. Breathless to say the least. The owner must have set the reserve price somewhere up in the clouds

because they did get a bid of \$22,000 for it...this is the highest price I have ever heard offered and proves that the values on our hobby are on the way up.

There was little evidence of a recession at this sale as prices paid on the auction podium skyrocketed and bidders duelled it out over an unparalleled selection of collector cars. This year's sale saw top prices paid in nearly all categories of cars. An impressive 87% of the cars to cross before the auctioneers gravel were sold to a whopping total of 26.9 million dollars.

Barb and I are already making plans to attend next year's 32nd annual event. It's a great excuse to be in Arizona in the middle of January and see that our cars are now on the way up.



1964 MGB Roadster did not sell but was bid up to \$22,000.

Randy was Dandy or February 23rd Tech Session Huge Success!

Submitted by MMGG Member Todd Wyatt

The February 23 tech session (Thanks!! to Mark Brandow, *Quality Coaches* for use of his facility) was well attended (75 give or take). Ages ranged from Lily Vanner (2-ish) who is helping dad Phil restore the Midget this winter to Ken Merrill (old) who was driven to the event by Diane. Special

missed. Attendees were treated to free roam of the shop and viewed over 15 cars 'on the clock' in various service areas at Quality. They included 2 big Healeys (one nice and one 'good luck'), a neat California Mini, 3 TR3 series of which 2 were stunning, a late & mostly original MGA 1600, an



Randy Byboth doing an excellent job explaining MG suspensions.

thanks to caterers and food workers extraordinaire, including Cindy O'Brien, Jeannette Shidla, Sharon Kelsey & Diane Merrill.

Several members drove their cars including Dick Wallrich who brought his beautiful A toting the cutest trailer made from (count 'em) 9 donor A parts cars and built by Dewey Freier. Jim Madison drove his rumbling BGTV8, Kelsey's their pristine 80 B, Ken Malm his sharp LE and apologies to whomever else & the cars I



THANK YOU to the above. Because of them, we eat! Oh yeah!

Austin Limo, & a beautiful in-process-of restoration Devin. A most unusual project was a 4WD project (gasp) bastardizing two B's and placing them atop a Nissan frame to eventually become a stretch limo.

Randy Byboth utilized the Lucas Lecture Board built by Dan Iberg (*Midwest Motor Sports*) to help attendees understand and master the Lucas idiosyncrasies. Later, he walked us through suspension building. All in all an excellent presentation for everyone attending

from the novice mechanic (99% of us) to the experienced.

Tidbits: Lucas color-coding applies uniformly to almost all the vintage British vehicles regardless of marquis. The wiring circuits such as ignition switched power vs. continuous power circuits can be identified by their base color-coding. And color-coding also identifies virtually all other circuits such as turn signals and instru-

(Tech Session Continued on page 6)

(Tech Session Continued from page 5)
ment lights.

Hint 1 - Take the wiring diagram for your car, bring in to Kinko's and blow it up 200-300% so you can more easily trace your own vehicles wiring.



Hint 2 - Many problems are attributable to dirty fuse box connections and dirty connectors and contact areas. So first disconnect your battery and then take LPS electrical contact cleaner and carefully clean the fuse box contact points.

Hint 3 - Keep the wiring code consistent if you make repairs by finding donor wire sources that have the same color as the original wiring you are replacing or repairing.

Hint 4 - Poor grounding is the source of many problems. Check those areas and clean as required.

Hint 5 - Use it or lose it! Lack of use can cause switches and the like to malfunction—the solution can be as easy as flipping the switch on/off a few dozen times to shine up the electrical contact point again and voila, the part may again work.

Hint 6 - Do not overfuse but rather stay to the original recommendation. Anything over 15 amps and most definitely over 20 amps may smoke your wiring if not worse.

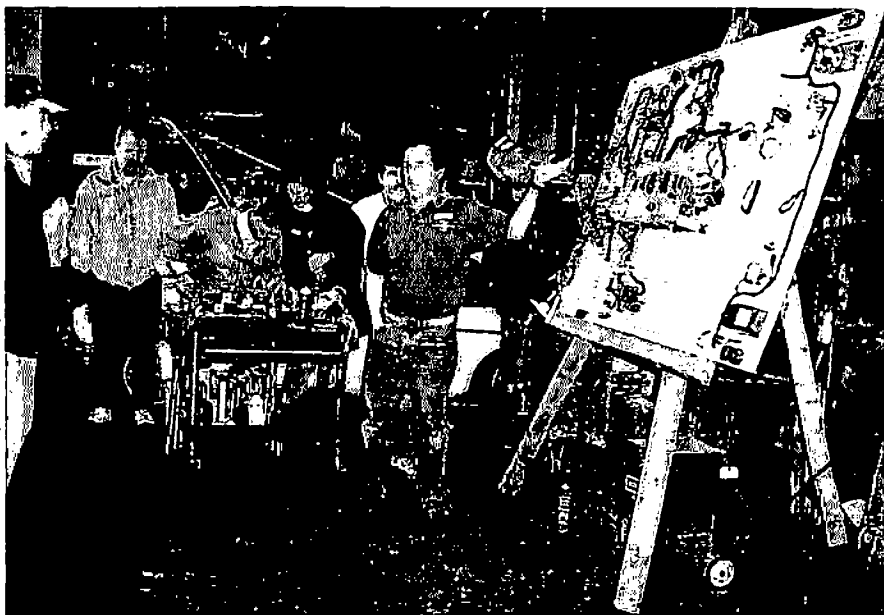
Hint 7 - Do not ground a brown wire as it will melt down your harness.

Hint 8 - For safety sake, give serious thought to replacing your exterior bulbs with brighter LED or Halogen bulbs available through sources including Little British Car Company (LBC on the web). Careful—Halogen gives off too much heat to use in some applications. Personally I replaced my exterior bulbs for the B with halogen 3 years ago without a problem yet.

Hint 9 - Use a multimeter to help trace wiring problems

Hint 10 - Install a quick disconnect to your battery so that you can head off a wiring disaster before it ruins your wallet and perhaps burns down the garage as well.

There were many good tips provided for suspension rebuilding as well, but by this time I had grown weary of taking notes. Sorry. Hey, you can take the notes next time. All in all, a wonderful British car day.



Questions and Answers

Editors Note: The following is taken from the web site of Mr. John H. Twist, owner and founder of *University Motors, Ltd.* located in Ada, Michigan (an eastern suburb of Grand Rapids, Michigan). Mr. Twist started *University Motors, Ltd.* in January, 1975 and has been an valuable source of information to all fans of MG automobiles for many, many years. I decided to print a few of the questions he has received and hope you find this information useful. Visit the web site at www.universitymotorsltd.com.

Dear John:

I'm up in Seattle, WA where I may purchase a 1969 MG Roadster and I've little idea what I am getting myself into. I've never owned a British car and having read about your shop from a link on Nory's web site. I decided you would be good people to talk with. Would you please take a moment to offer me advice? What should I look for on the car -- I keep hearing about rust -- and what is a 'good' price is -- I'd appreciate it. The owner (in Sammamish) says that he had the car rebuilt from the best parts of two cars, complete with 67 motor - he thinks. It's been garaged for 5 years but supposedly started on the first try the other day. What do you think??

Thanks. -- Stacia M

Stacia!

You've probably already come to a conclusion regarding your MG purchase, but these are my "rules." Look at six MGs before you buy one. You need at least six to make comparisons. Buy the nicest, the most expensive, MG that you can afford. It will be less expensive in the long run. Buy the MG you want -- if you want a red one with wire wheels, hold out for it! Avoid Rust -- an engine is easy to rebuild -- rust is always a horror! Have the MG checked out BEFORE you buy it! Take your time. Haste makes waste.

MGBs are available in a rainbow of colours; chrome or rubber bumpers; disc or wire wheel; GTs or roadsters; standard or overdrive. There are three major divisions of MGBs.

62-67: These are the first, the spartan, MGBs. The nicest one is the 1967.

68-74: These are still chrome bumper, but with safety and emission specifications. The nicest of these is the 73-74.

75-80: These are the rubber bumper cars -- the nicest ones are the 77-80s.

There are two groups of "transition" MGBs -- years through which the mechanical and design tumbled until a "good" car was born. These two transition groups are: 1968-1970 and 1975-1976.

Personally, I'm not keen on the 1969 models. But beauty is in the eye of the beholder!

John

Mr. Twist,

I recently acquired my first MGB, a 1964 model, and I am very excited. I also want to say thanks for the wealth of

(Questions and Answers Continued on page 10)

(Questions and Answers Continued from page 9)

free information you provide via the Internet. This car is not running, but is complete and nearly rust-free (it was garaged, believe it or not, for 18 years). I am trying to do a renovation (not a down-to-last-bolt restoration) on a tight budget, but I do NOT want to cut corners. I am starting my work by going through the engine completely, starting with the carbs. My question is this: my original plan was to go through the carbs, dismantle, clean, test, etc, before deciding what parts to replace. Then I decided to go ahead and get a rebuild kit. Now someone on one of the bulletin boards tells me I would be crazy if I don't REPLACE the carbs entirely (expensive option!). What do you recommend? Should I test, and then assume I will be doing a rebuild? Will a careful rebuild ensure that I have good working carbs? Help!

Thanks,

Brad B

BRAD!

Let me offer some unsolicited advice first. STOP dismantling the MGB now! If you continue, you'll spend \$12,000 on parts and contacted labour; or you will reduce your MGB into a pile of parts that has virtually no value. So what's the next option?

Get this MGB running! First, work with and repair the brakes. It doesn't matter if it goes; it only matters if it stops! Second, change all the fluids, grease it all up, and lubricate absolutely EVERYTHING! Then, get the engine running. You'll have to work with or change the fuel pump (NOTE! The new factory pumps are polarized - make a decision NOW whether you want your car positive or negative earth), run some fresh fuel through the system. Spin the engine to get oil pressure (plugs out), change points and condenser, and maybe the plugs, and fire it up. Then, go driving!

Drive the car for miles and miles. Only from this type of "road test" can you determine the condition of the differential, the gearbox, and the engine. It may well be that the engine is just fine -- but if you take it apart now, you will be FORCED to spend \$1200 or so in parts and machine work.

The carbs? Why would anyone purchase new carbs? Rebuilding the old carbs is relatively easy -- and if you want a set of beautifully polished, excellent carbs -- I'll do the work for about \$450 -- far less than new (and they look original, and they look better than the new carbs).

Join the North American MGB Register (1-800-NAMGBR-1)

Send me your snail mail address and I'll add you to our technical list!

John Twist, University Motors

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.

- 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 19, 2002** **Annual Intermarque Banquet and Car Show.** 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. Held at Sherlock's Home, Highway 62 and Shady Oak Road, Minnetonka. Car show 1:30 PM to 4 PM, dinner 4 PM to 6 PM. Order off the menu. Larger notice in next months Gazette.
- 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 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.
- June 20 to 23, 2002** **Elkhart Lakes, Wisconsin - SCCA Chicago Region June Sprints.** For more information call 1-800-365-RACE or www.roadamerica.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 4 to 7, 2002** **Elkhart Lakes, Wisconsin - Road America 500.** 1-800-365-RACE or www.roadamerica.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@presenter.com or Bob Lee at 715-425-2580. Go ahead and visit. MG's are welcome.
- July 18 to 21, 2002 **Elkhart Lakes, Wisconsin - Vintage International Challenge**. 1-800-365-RACE or www.roadamerica.com.
- August 10, 2002 **Ellingson's Swap Meet** in Rogers, Minnesota. Hosted by Jim and Cindy Penoyer; 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 7, 2002 **Wheels and Wings** gathering, hosted by Jerry and Nancy Strand. Location again is Osceola, Wisconsin. Always a good time and a must attend event. Details to follow.
- September 20 - 22, 2002 **Elkhart Lake Vintage Festival** presented by VSCDA (Vintage Sports Car Drivers Association). Featured marque is Austin Healey. See the VSCDA web site for more information (www.vscda.org), or contact Shirley Murray (920-528-7954 or squirrely@isol.net), the event chair.
- 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 4, 2003 **Annual Holiday Party and MG Bucks Auction** hosted by Simon and Lorna Bosworth. This will be held at the 3M Tartan Park facility. Social hour beginning at 6 P.M. with dinner following at 7 P.M. Traditional MG Bucks auction after dinner. Have something to donate for the auction? Contact Simon or Lorna at 651-454-7413.

Club Equipment Available

Our MG club has some excellent equipment for club member use. Dick Wallrich 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

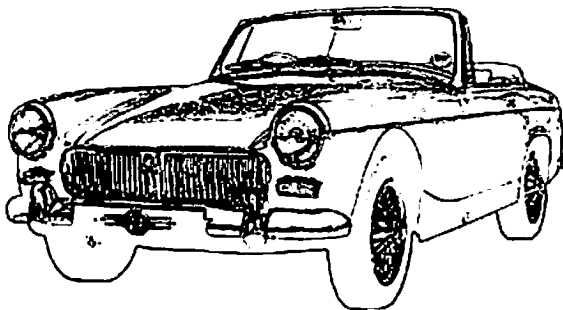
Midgets—Dewey Frier 763/424-3286 or Brian McCullough 651/462-0145

Bodywork - Dewey Frier 763/424-3286

Production Figures furnished by
MMGG Member Tom Moerke

Midget

This is the last in a series of articles researched by Tom Moerke for the club. Thanks Tom.



MG Midget	Production Dates	June 1961 to Oct 1962
	Total Production	16,080
	Price \$1939 POE	Engine 948cc
	Weight 1566 lbs	Max Speed 86 mph
Midget	Production Dates	Nov 1962 to Sep 1966
Mark 2	Total Production	36,202
	Price \$1939 POE	Engine 1098cc
	Weight 1566 lbs	Max Speed 86 mph
Midget	Production Dates	Oct 1966 to Sep 1974
Mark 3	Total Production	99,896
	Price \$2174	Engine 1275cc
	Weight 1512 lbs	Max Speed 94 mph
Midget	Production Dates	Oct 1974 to Aug 1979
Mark 4	Total Production	72,185
(1500)	Price \$3549	Engine 1500cc
	Weight 1854 lbs	Max Speed 102 mph

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.

For Sale: 1972 MGB Center Counsel
\$10.00. Set of 5 Rostyle wheels, with tires,
recently painted with new MG emblems -
\$50.00 or Best Offer.
Call Jeff at 651-735-0780
February 2002

Foreign

Domestic

Midwest Motor Sports, Inc.
26 South 1st Street
Sauk Rapids, Mn. 56379
(320) 251-0676

Dan, Mike, Rick, Doug, Dustin

For Sale: 1977 MG Midget. Ex-
cellent condition, beautiful candy
apple red with chrome disc wheels
and new tires. Expensive stereo
system with CD player and multiple
speakers. \$5500 or best offer.
Call Raul at 651-225-4152 during
the day.
February 2002

Safety Fast

For Sale: Set of 4 MGB wire
wheels that are in pretty good
shape, repainted silver. Asking
\$250 or best offer.
Contact Dave Meek at
612-799-5555.
April 2002

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

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

WOODCRAFT DESIGNS
Custom MG Woodcrafts
Rae Mars
Wayne Soderbeck
P.O. Box 32
Roberts, Wisconsin 54023
Telephone: 715-425-5032
Fax: 715-425-5927

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. Membership is \$25.00. 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 \$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.mimgg.org

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

