



GAZETTE

Summer Picnic June 12, 2004

Inside this issue:

President's Comments	2
MG-the Badge	4
Collier Cup	4
Whitworth	5
Theater Party	8
Tech Tip	9
Calendar of Events	10
Rally's & Hillclimb III	13
This and That	14
Kinda Classified Ads	15
MMGG Application	16

This month we will have a picnic hosted by Tom and June Mørke at their Hudson, Wisconsin home. Tom and June's address is 910 Ridge Pass, Hudson, Wisconsin, 54016, telephone 715-386-5341 or 651-402-2153.

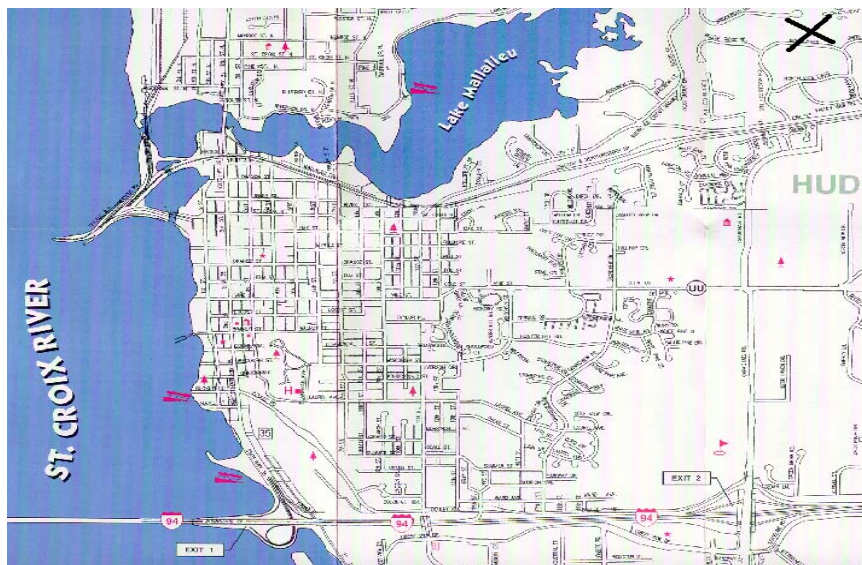
Plan to arrive at noon. Bring your picnic lunch, beverage of choice, dish to pass, lawn chair, etc. After a leisurely meal, we will be taking a drive in the beautiful Wisconsin countryside.

To get to their home, use the following directions:

1. Go east on highway 94, crossing the St. Croix river. Take exit number 1 and drive north, through downtown Hudson to St. Croix street.
2. Turn right on St. Croix street and 9 blocks later veer left at 11th Street (to go under a railroad bridge).
3. Continue on Baer Drive (County Road A) .5 miles and turn left at Willow Ridge Road.
4. Turn right at Ridge Pass to 2nd house on left-910 Ridge Pass.



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.



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
15942 Harmony Way Ct.
Apple Valley, Mn. 55124.**

Visit us on the web at **WWW.MMGG.ORG.**

2004 Club Officers

President

Alan Kelsey
15942 Harmony Way Ct.
Apple Valley, Mn. 55124
952-891-3452
alan@rarehome.com

Vice President

Elena Pierce
2460 Skillman Ave. E.
North St. Paul, Mn. 55109
651-777-8088
empierce1@mmm.com

Treasurer

Dan Shidla
10305 Morris Road
Bloomington, Mn. 55437
952-831-0291
ddppss@worldnet.att.net

Secretary

Phyllis Galberth
5245 2nd Ave. S.
Minneapolis, Mn. 55419
612-823-5441
kgalberth@visi.com

Intermarque Rep

Keith Galberth
5245 2nd Ave. S.
Minneapolis, Mn. 55419
612-823-5441
kgalberth@visi.com

Newsletter

Jon Masley-Editor
3599 Gershwin Court North
Oakdale, Mn. 55128
651-779-8605
jdmasley@yahoo.com

Newsletter

Chris Sorenson-Asst. Editor
4025 Pine Point Road
Sartell, Mn. 56377
320-259-1919
chrissorenson@cloudnet.com

Membership Roster

Cindy Pennoyer
4209 Decatur Ave. N
New Hope, Mn. 55428
763-536-5472
cindy.pennoyer@lexisnexis.com

Webmaster

Jim Pennoyer
4209 Decatur Ave. N
New Hope, Mn. 55428
763-536-5472
jpennoyer@mediaone.net

New Member Coordinator

Brian Walsh
6363 Gopher Blvd. North
Oakdale, Mn. 55128
651-731-6921
gopherfarm@yahoo.com

Regalia

Rich Leslie
13518 Thrush St. NW
Andover, Mn. 55304
763-754-2965
richdebathome@aol.com

Past President

Dan Shidla
10305 Morris Road
Bloomington, Mn. 55437
952-831-0291
ddppss@worldnet.att.net

The Oil on the Dipstick

By MMGG President Alan Kelsey

The Rally Part II

Last month I rambled a bit about rallies, including some of the earliest in Europe. Meanwhile, back in the States, due to a horrendous accident during the running of the Vanderbilt Cup Race held on Long Island in 1906, open road racing was virtually non-existent. Dozens of spectators were injured and one was killed. It seems that it was considered great sport to mill about on the road waiting for the cars to come, finally running to the side of the road at the very last minute. In this case, therefore, the crowd was really responsible for the accident. If that wasn't enough to sour public opinion against rallies, four more spectators were killed in 1910 and over twenty injured at the same venue. Over the next few years, open road racing all but disappeared from the scene as US racing moved to autodromes, road circuits, board tracks, hillsides, dirt ovals, beaches, and, of course, the Brickyard.

After WWII, the European economy was in no shape to support auto racing. The auto manufacturers were fighting for their economic lives. There was no money to field factory teams until the mid-1950s. The small sporting car, like the MG, came into it's own during this time. And, there were several thousand GI's stationed in post-war Europe. When their tours ended, many brought home sports cars and the concept of rally as it had evolved in Europe. The SCCA was born and road rallies were staged throughout the US.

The authorities in the US were not as accommodating as their European brethren. They were loath to close roads just so these guys could have fun. In Europe, the car was rare and closing roads was not so difficult. In the US, the numbers of registered vehicles grew by leaps and bounds with each passing year. So, the concept of TSD (Time, Speed and Distance or, in my case, "Tales of Silly Drivers") was born.

While Road Rally enthusiasts will try to tell you that TSD events are conducted entirely on public roadways at legal speeds and require no special equipment, don't you believe it! It only requires a cursory glance into the cockpit of a rally veteran's vehicle to see that the cell phone is probably there to take calls from NASA. The Space Shuttle should be so well equipped. At any moment, the driver can tell you his or her position relative to the earth, the Sun, and Alpha Centauri. Time is measured from the moment the universe came into being by means of the on-board atomic clock. Never mind the big red lens that glows ominously and keeps calling you "Dave." All of this serves to bring the car and driver the coveted rally booty (usually a massive trophy which is far too large to fit on any shelf).

The notion that one can "endure" such an event without any extra equipment presupposes you don't really want to have any clue as to what is happening or have any hope of actually finishing. Please take a look at one TSD computer available for the sophisticated TSD enthusiast found at <http://home.comcast.net/~timewise1/products/798a.html>. The price is at the bottom of the page.

Rallies held by the MMGG usually start out as very informal driving experiences. That means they are usually set up by members who don't do a lot of these things and are only interested in having a good time. The courses are laid out a few weeks in advance while running around in the family MG. This means the mileage will NEVER be accurate. Not only are MG odometers notoriously inaccurate, they can be off by varying amounts in one day. As the thick, grease-like substance that encases the cable from the transmission slowly warms, the resistance decreases and the accuracy changes. Not only that, but here in Minnesota, the chance any given set of roads will not be under construction over a few weeks time is virtually non-existent. I've known more than one event host who dutifully checked the route within two days of the event and was still surprised with a road closure.

(Dipstick Continued on page 8)

Theatre Party August 7, 2004

Submitted by MMGG Member Jon Masley

Ready for a theatre event? Join your MG friends for an evening to enjoy Agatha Christie's English theatre classic *The Mousetrap* at the Minnesota Centennial Showboat. I have booked a block of 20 reserved seats for the 8 PM show. First come, first served. After our 20 tickets have been claimed, "late-comers" can attempt to obtain tickets directly from the Paddleford Boat Company 651-227-1100.

If interested, call me (Jon Masley – 651-779-8605) to reserve your spot. I'll need your checks for \$20 per ticket by July 15, 2004. Send checks to Jon Masley, 3599 Gershwin Court North, Oakdale, Minnesota, 55128-3044.

To quote the advertisement for the show:

WANTED
FOR MURDER ON THE MINNESOTA
CENTENNIAL SHOWBOAT!!
Eight people trapped on board.
Suddenly there are just seven.

One is a murderer.
WHODUNNIT??

Find out as our Showboat Players present their oilo-enhanced* adaptation of a classic Agatha Christie thriller.

*oilo-1. A heavily spice stew of meat, vegetable, and chick-peas. 2. a. A mixture or medley hodgepodge. b. A collection of various artistic or literary works or musical pieces; miscellany. **3. Vaudeville or musical entertainment presented between the acts of a burlesque or minstrel show.**

The Minnesota Centennial Showboat is located on Harriet Island in downtown St. Paul. To get to the showboat from downtown St. Paul cross the Wabasha Street bridge and immediately turn left on Water Street. Go ½ block. Turn left on Levee road, go under the Wabasha Street Bridge and follow the road to the free parking area. After the show I could be talked into dessert at Café Latte-you too?

MG – The Badge

MG stands for Morris Garages, which was the Oxford distributor for Morris cars: Coincidentally, William Morris, later Lord Nuffield, also owned it. When Cecil Kimber became its general manager in 1922, the firm started modifying standard Morris Cowleys, lowering the chassis and fitting more sporting bodywork.

By 1924, Morris Garages was advertising the “MG Special four seater Sports”, and had incorporated the famous octagonal badge into copy. Old Number One was the first MG sports car, but it was the 48th body built for Morris Garages by one firm, coachbuilder Carbodies.

Morris Garages outgrew its home three times before moving to Abingdon in 1929, by which time it has been renamed the MG Car Company. During the early 1930's, MG became synonymous with the term “Sports Car”, and its road cars were promoted by successful racing forays. Then, for fiscal reasons, Morris sold his private companies, including MG, to Morris Motors in 1935.

Purists argue that MG was never the same again. There was less variety in the products, racing activities were limited, and placing the MG badge on BMC saloons such as the Morris Oxford and 1300 would have been anathema to Kimber. Realists would point out that even after Kimber's death in 1945, fine, affordable sports cars such as the TC, MGA, Midget and MGB continued to be build, and was only British Lyland's appalling management that sullied a great name in the 1970s.



Car production was stopped at Abingdon in 1980. From 1982 to 1990, the MG name was applied to re-badged and tuned Maestros, Montegos and Metros, the MG enthusiasts were cheered by 1992's RV8 and have more to celebrate with the introduction of the mid-engine MGF, which

draws heavily on the corporate parts bin.

50th Anniversary Collier Cup Race at Watkins Glen

*Taken from the MGB Driver, Journal of the North American
MGB Register March/April 2004*

There's NOTHING to compare this to! Already-as of January-78 MG racers have responded that they are planning to race at SVRA's "Collier Cup" all MG race at Watkins Glen, N.Y. in September! MGs from a 1934 MG K3 to MGB GT V8s will be there. NEVER before has there been such excitement in the MG racing community! And it all revolves around celebration of the 50th Anniversary of the "Collier Brother's Memorial MG Race" at Watkins Glen, in honor of Sam and Miles Collier-

two MG and sports car racing pioneers.

The scope of this event will be breathtaking with over 100 MGs racing as NEVER seen before! Due to such a large turnout, TWO Featured Collier Cup MG races are scheduled! "Pre- War and T Series" MGs will race on Saturday-and then on Sunday the "MGAs, Bs, Cs and Midgets" have a go at it. At the track, the MG racers will have their own paddock, information center, and MG display. Several historic MGs will be there as well as some significant MG race drivers from the past. Another highlight will be the "Vintage Race Car Festival" on the streets of downtown Watkins Glen, Friday afternoon. Vintage race cars will be paraded from the

(Collier Continued on page 8)

What's a Whitworth? A nuts and bolts look at the man British car mechanics love to hate

Submitted by MMGG Member Bob Figenskau and taken from the MG TABC Internet Group

If you know the name Whitworth at all, you probably remember him as the guy who forced you to buy all new tools when you got that British car.

After all, Brit Sir Joseph Whitworth's off-size nuts and bolts are not quite metric, not quite SAE, and they can be maddening to discover when you're elbow-deep in a Triumph or a MG TC.

But instead of cursing Sir Joe, you should be thanking him. Why? Ironically, he's the man who made it possible for you to interchange threaded fasteners between different pieces of machinery.

To find out how, we need to take a trip back in time to mid-nineteenth century England. The industrial revolution was in full-swing, railroads had begun to crisscross the land and factories were increasingly mechanized. There was just one small problem - the nuts and bolts that held everything together weren't standardized at all. Manufacturers had their own proprietary sizes, and fasteners were often made specifically for each application, making repairs difficult and costly.

Enter Sir Joseph Whitworth, a brilliant engineer and inventor. Realizing that the myriad of screw sizes then in use created a logistical and production nightmare, he set about creating a set of standards for threaded fasteners. Based on the earlier work of Joseph Clement, who established the concept of a standard thread pitch, Whitworth proposed a system where thread pitch and depth would be based on the diameter of the fastener. Big bolts would have larger, coarser threads, while small fasteners would have correspondingly smaller and finer threads. To further standardize things, all threads in his Whitworth system would share an internal angle of 55 degrees. Introduced in 1841, this revo-

lutionary new system quickly became the standard throughout England and the British Empire.

Though his standard wasn't adopted much outside of the U.K., it did serve to wave the flag for standardized fasteners, an idea whose time had definitely come. In 1918, the United States Society of Automotive Engineers (SAE, of course) established the National Fine (NF) and National Coarse (NC) thread forms, which became the standard on this side of the pond, while the rest of the world adopted the metric system in one form or another.

BSW? BSF? BSC? BA? British Automotive manufacturers used a myriad of thread styles in the years before and after World War II.

The Whitworth system was not without its problems. While it worked well where large, coarse threads were needed - like the cast-iron boilers on steam engines, it didn't work so well on smaller, more delicate pieces of machinery. This led to the development of new standards for different applications: British Standard Fine (BSF) for uses requiring a finer thread pitch; British Association (BA) for the small screws on instruments and electrical equipment; British Standard Cycle (BSC) for cycles and motorcycles; and British Standard Pipe (BSP) for the self-sealing threads on plumbing fittings. Things were starting to get a little confusing, (a feeling that's not uncommon to British motorcycle mechanics).

The problem of differing standards in the U.S. and Britain came to a head during World War II, when a flood of U.S. lend-lease equipment arrived in Europe with incompatible fasteners. Clearly something needed to be done.

Soon after the war, Britain, Canada and the United States agreed upon a unified standard based on the American NC and NF systems, which were renamed Unified National Coarse (UNC) and Unified National Fine (UNF). Many small British firms - motorcycle manufacturers, for example - had too

(Whitworth Continued on page 8)

Rally In the Valley



Rally in the Valley 2004 at Paradise Shores on beautiful Lake Holcombe
In Holcombe Wisconsin on July 23rd - 25th.

PLANNED SCHEDULE OF EVENTS

Friday, July 23rd

3:00pm - 5:00pm Registration in the Hotel Lobby at Paradise Shores.
6:00pm - 7:00pm Friday Night Cruise around Lake Holcombe.
7:00pm - ?? Order off the menu or enjoy the Seafood Buffet at Paradise Shores
(Pay your server)

Saturday, July 24th

7:00am - 8:30am Breakfast at Paradise Shores (Pay your server)
7:30am - 8:45am Final Registration in Conference Room at Paradise Shores.
9:00am - 10:30am Backwoods Bootlegger Rally to Al Capone's Hide Out in Couderay
Wisconsin.
11:00am - 11:45am Guided tour of Al Capone's Hideout
12:00pm - 1:00pm Lunch at Al Capone's Hideout in their Dining area.
1:00pm - 2:00pm Return to Paradise Shores.
3:00pm - 5:00pm "Show & Shine Car Show" and "Funkhana" at Paradise Shores.

Saturday Evening, July 24th

6:00pm - 7:00pm Social Hour in Conference Room at Paradise Shores.
7:00pm - ?? Awards Banquet, Italian Pasta Buffet. Trophies awarded for
"Backwoods Bootlegger Rally", "Car Show" and "Funkhana".

Sunday, July 25th

(Time not set yet) Farewell Breakfast at Paradise Shores.

Make your reservations today at Paradise Shores 1-800-657-4512 (www.paradiseshores.com) Tell them you are with the Minnesota MG Car Club.

For more information:

Contact Steve & Diane Rindt at (drindt5953@hotmail.com) or (715-832-8316).

Rally in the Valley 2004 Registration Form

Registration Fee — \$25.00

Reg. Fee covers: Trophies, Banquet Room, Door Prizes, Car Show and Rally.

Registration forms must be post marked no later than June 23, 2004

(Rally in the Valley Activities, check the boxes you plan to attend.)

Friday Night, July 23rd

- Friday Night Cruise around the Lake. (Included in Reg. Fee)
- Sea Food Buffet (\$10.95) @ Paradise Shores (Pay your server)

Saturday Morning, July 24th

- Breakfast — 7:00am to 8:30am for (\$5.00) at Paradise Shores (Pay your server)

Al Capone's Hide Out Tour & Bootleg Rally:

- Tour — (\$11.00) per person Qty _____

(Lunch Menu Choices) Cost includes beverage, tax and tip.

“The Enforcer” (Hamburger) \$ 12.50 Qty _____ “Prime Sandwich” (Prime Rib Sand.) \$13.00 Qty _____

“Chicken Fillet” (Grilled Chicken Brest Sand.) \$ 11.75 Qty _____ **Al Capone's Total** _____

Saturday Afternoon, July 24th

- Show n' Shine Car Show. (Included in Reg. Fee) Car Entered _____ Year _____
- Funkhana. (Included in Reg. Fee)
Water Balloon Toss, Brake Discus Throw & Wheel Cylinder Shot-put.

Saturday Night, July 24th

- Banquet— (\$15.00) per person Qty _____ **Banquet Total** _____

Rally in the Valley (T- Shirt) or (Sleeveless T-Shirt):

T- Shirt (Circle size)	Sleeveless T-Shirt (Circle size)
Men's Size: S M L XL XXL \$12.00 ea / (2X) \$14.00 ea	Men's Size: S M L XL XXL \$10.00 ea / (2X) \$12.00 ea
Women's Size: S M L XL XXL \$10.00 ea / (2X) \$12.00 ea	Women's Size: S M L XL _____ \$10.00 ea / (No 2X Available)

Shirt Total _____

Reg. Fee: \$25.00

EVENT TOTAL _____

Name: _____

Phone: _____

Address: _____

Email: _____

Make check payable to: **Diane Rindt** 4271 N. Shore Drive,
Eau Claire, WI. 54703

(Whitworth Continued from page 5)

much money invested in tooling to immediately make the switch to the new UNC and UNF systems, and continued to use the older British standards until stocks ran out or new tooling was needed. That's why it's not uncommon to find three or even four different types of thread forms on British bikes and cars of the '50s and '60s.

Britain eventually saw the writing on the wall, and in 1965 the British Standards Institute finally declared the Whitworth system obsolete in favor of the International Organization for Standardization (ISO) metric system.

Today, Whitworth sizes pose more of a problem than a solution to the home mechanic. There is almost no overlap between the Whitworth, Metric, and SAE systems, making a set of BSW (British Standard Whitworth) wrenches a mandatory purchase for anyone with a classic British car or Madras-built Royal Enfield. But before you curse at the thought of buying another set of tools, remember Sir Joseph and his revolutionary thread system – without Whitworth things could be a lot worse.

(Collier Continued from page 4)

track to downtown via the original 1948 street race course, and displayed on main street for an afternoon of wonderful festivities.

This will be a once-in-a-lifetime opportunity for all MG and car enthusiasts! Add to it the wonderful location of Watkins Glen in the Finger Lakes Region of New York State, with its wineries, the Glen Gorge State Park, the Watkins Glen Motor Research Library, and local color, and it's a true Win-Win adventure! For MG racers, car clubs, or just by yourself- plan to be there and witness history in the making.

This SVRA sanctioned vintage race weekend is September 10-12. MGs will also be racing in their regular vintage classes-so there will be LOTS of MG racing ACTION all week- end long The MG Vintage Racers (MGVR) have designated this

(Collier Continued on page 14)

(Dipstick Continued from page 3)

One type of rally I've never seen but would like to run I call the "Fill In The Blank" Rally. Instead of telling the participants exactly how many miles to go before the next checkpoint, give them two of the three numbers. Then we get to figure out what the mileage should be. For example, instead of having "Go 13.6 miles and turn right" we would have "Go [63_] miles and turn right. We would get to choose 63.x or 3x.6 or x3.6 or almost anything we want. The prize at the end would be for the one with the most interesting adventure. I suppose we'd have to say if you leave the state, you've probably gone too far and need to turn around.

The next time you're on a rally and tempers in the cockpit are getting a bit short, try doing what Sharon and I do: either drive in circles or just plain back up about a mile. You'll get some of the funniest looks, especially from the navigators.

Please check the calendar for upcoming events. Remember, you can't have fun with us if you don't come!

Until Next Time,

Alan Kelsey

Safety Fast!

The Wisdom of Will Rogers

Never slap a man who's chewing tobacco. Never kick a cow chip on a hot day. Never miss a good chance to shut up. Always drink upstream from the herd. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back in. The quickest way to double your money is to fold it and put it back in your pocket. And finally...after eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: when you're full of bull, keep your mouth shut.

Tech Tip: Horse Power

*Submitted by Ernie & Rhea West
Proprietors of Dead Lake Motors*

During last month's tech tip (Chapter I) I'd mentioned these four most common things towards gaining horse-power: Compression, Cam Timing and Lift, Carburetion, and Exhaust. Again I want to emphasize that no single thing will show great rewards. But all combined, they add up to more than the total of their individual input.

Each one of the above four actually aren't singular, but themselves are a combination of things. Starting with compression, first you have to come up with a combination of what fuel octane you plan on using, then factor that in with what your engine's own tolerance to detonation / pre-ignition is.

As most of you know, I'm primarily a British car mechanic, although the basics apply to all engines. With that in mind, any good engine-building book has value, and I'd recommend checking with your local library. My particular hero is Smokey Yunick. But back to the compression story. I'll use the basic MGB engine as an example. They came out of the factory with compression ratios ranging from 7.8 to 1, up to around 9 to 1, depending on what years made and what country they were destined for. With today's premium fuel of 92 to 93 octane, and the MGB's combustion chamber design, I believe that a compression ratio of around 9.25 to 1 is very useable. This ratio though does dictate a very correct ignition timing (more on this in a later chapter) and some slight combustion chamber work. Also, there can't be any abnormal carbon deposits allowed to develop, and the fuel mixture can't be allowed to lean out at high H.P. output levels.

For ages, the most common method to raise compression was to mill the head. I've personally had .200" milled off a Triumph TR-4 head without running into water, but I think I was lucky. For many heads I think .100" is more the limit. (Caution here, as the head may have already had

some milling done in the past to correct a warped situation). Also, many companies have heads with different combustion chamber sizes. The MG engines accomplished different ratios primarily by the shape of the piston tops, i.e. deep dished, medium dished, or flattop. If your engine uses this method, and you are re-boring your engine, just select the pistons to accomplish what you want. Some suppliers offer thinner head gaskets too. And another thing to remember is that when re-boring to fit a larger size piston, you increase the cubic inches of the engine a little and this automatically raises the compression ratio some. Using any one or all of the above ways you should be able to get what you want. You don't have to be a slide rule or math expert to figure out what you'll end up with. Very simple math will do. Example: A 6 cylinder, 2400cc engine has 400cc per cylinder. Add say a 44cc combustion chamber to this brings the total volume with the piston at the bottom of its travel to 444cc. Now squeeze this back up to 44cc and you see you have roughly a 10 to 1 ratio. Of course when you add in the thickness of the head gasket and the piston deck height (the distance from the top of the piston at TDC to the top of the block) you lose some squeeze. To cc a combustion chamber is a simple job. With the combustion chamber cleaned of deposits, and the valves and seats properly ground; assemble the head (at least one chamber) using a thin coat of light grease on the valve faces. Next put a thin coat of grease around the combustion chamber on the head gasket surface. Next get any piece of flat plastic big enough to cover the chamber and drill two small holes on opposite sides of the chamber close to the edge. Next go to your drugstore, veterinarian, or local meth dealer and buy a plastic syringe with at least a 200cc capacity. Fill it exactly with a 100cc of solvent and slowly push the plunger down while holding the syringe in place on one of the holes. When the chamber is full and the solvent starts to exit the other hole in the plastic, you can read how many cc of solvent it took. If you have dished pistons you do the same with the plastic placed on top and add this amount to the chamber volume. If you have domed pistons, it gets more complicated. But

(Tech Tip Continued on page 12)

Calendar of Events

Let's have some fun!

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.

- OnGoing**
Sunday Nights May 2, 2004 through October 3, 2004.
- OnGoing**
Saturday Mornings until further notice.
- June 12, 2004**
- June 4 to 6, 2004**
- June 17 to 20, 2004**
- June 18 to 20, 2004**
- June 24 to 27, 2004**
- July 3, 2004**
- July 12-16, 2004**
- Sunday** afternoons, informal, inter-marque get together from 4:30 till ?
East: Toby's on the Lake, Century Avenue, just north of I-94 between 3M and I494/694. **West:** Billabong's, I494 south frontage road between France Avenue and Highway 100. FFI: Jim Pennoyer at 763-536-5472.
- Saturday** morning British Breakfast at the Square Peg Diner, 2021 East Hennepin Avenue, from 8:30 am to 11 am (most people get there early). Open to all lovers of British cars. Proprietor Phil Vanner, a British car owner, welcomes you. As the weather warms up, hang out in the parking lot.
- Summer Picnic** held at and hosted by June and Tom Moerke, 910 Ridge Pass, Hudson, Wisconsin. Noon to 4 P.M. Pot luck, bring a dish to pass, your beverage of choice, and a lawn chair. We will have a scenic drive after lunch. FFI: June or Tom Moerke at 715-386-5341.
- Rendezvous 2004** will be held in Winnipeg, Manitoba, Canada. Another good time, hosted by the sports car club in Winnipeg. If you attended Grand Rapids in 2002 and Thunder Bay in 2003, you know how much fun this event can be. See the March 2004 newsletter for registration information. *Editors Note:* Dick and Val Wallrich will lead a caravan to this event, leaving the Twin Cities June 1 returning June 6. Call Dick at 651-644-0154 for more information.
- Kohler/SCCA June Sprints** at Elkhart Lakes, Wisconsin. FFI: 1-800-365-RACE or www.roadamerica.com.
- Minnesota Street Rod Associations 'Back to the 50's'** in St. Paul. More detail as it becomes available.
- 13th Annual North American MGB Register Convention** held in Parsippany, New Jersey. Hosted by the MG Car Club Central Jersey Centre. Host hotel is the Parsippany Hilton. FFI: Butch O'Conner at BFO@spsk.com or visit the website at www.mg2004.com.
- Vintage Voyagers "Original" Blast from the Past Car Show.** Held in Chetek Wisconsin (73.0 miles from Hudson) Hosted by Steve and Diane Rindt. Starts at 9:00 am, you can enjoy food, crafts, music and a great car show with a foreign car class! Trophies are awarded for best in class at 3:00 pm. Following the Car Show, join us for a scenic drive through North Western Wisconsin to our supper destination "Foster's River View Inn" for Prime Rib and Seafood buffet. Head home from there or stay the night the AmericInn in Chippewa Falls (715-720-5711) tell them you are with the MMGG for the special room rate of \$84.00 & make your reservations by June 3th. Contact Steve & Diane for more info. - (srindt8316@charter.net) or call (715-832-8316).
- GOF Central 2004, MK XXVI** sponsored by the Ohio chapter of the New England MG-T Register. This Gathering of the Faithful will be held in Fairborn, Ohio. FFI: Contact Greg Garnett at 513-523-3720 or email at gar-netgl@muohio.edu.

- July 15 –18, 2004** **Brian Redman International Challenge** at Elkhart Lakes, Wisconsin. A very large vintage race presented by Jaguar. You can drive your car on Road America. FFI: 1-800-365-RACE or www.roadamerica.com.
- July 23 and 24, 2004** **Rally in the Valley, 2004.** Hosted by Steve and Diane Rindt, stay two days at Paradise Shores, enjoying the resort, driving beautiful country roads, visiting Al Capone's Hide Out in Hayward, Wisconsin and of course, enjoying good food and friends. **Call NOW** to make your reservations at Paradise Shores, 1-800-657-4512. Let them know you are with the MMGG for July 23 and 24, 2004. Sneak preview of Paradise Shores at www.paradiseshores.com and Al Capone's Hideout at www.alcaponehideout.com. Contact Steve or Diane at srindt8316@charter.net or call (715-832-8316) for more information. Also see the following web site: <http://www.chicagolandmgclub.com/guests/ritv/ritv2003.html>.
- July 31, 2004** **Ellingson's All-British Car Show & Swap Meet** in Rogers, Minnesota. Hosted by the Pennoyers, McCulloughs, and Vanners. Mark this on your calendar. FFI: Jim or Cindy Pennoyer at 763-536-5472.
- August 7, 2004** **Theater Night at the Minnesota Centennial Showboat.** Join other club members to see *The Mousetrap*. Tickets cost \$20. More details elsewhere in this newsletter. FFI: Jon Masley 651-779-8605.
- August 12 to 15, 2004** **University Motors MG Summer Party Reunion.** Hosted by John Twist and Caroline Robinson of University Motors, Ada, Michigan. Event hotel is the Grand Rapids Hilton, 616-957-0100. FFI contact University Motors at 616-682-0800 or JohnTwist@universitymotorsltd.com. Also see the web site at www.universitymotorsltd.com. *Editors Note:* Dick and Val Wallrich will lead a caravan to this event, leaving the Twin Cities August 9 returning August 16. Call Dick at 651-644-0154 for more information.
- August 19 – 22, 2004** **Road America 500** at Elkhart Lakes, Wisconsin. FFI: 1-800-365-RACE or www.roadamerica.com.
- September ?, 2004** **Fall Color Tour** hosted by Ken and Diane Merrill. More detail to follow. FFI: Ken or Diane at 651-455-5681.
- September 11, 2004** **Wheels and Wings** put on by Classic Motorbooks in Osceola, Wisconsin. Hosted by Jerry and Nancy Strand. Always a club favorite. Last year we had the largest club presence with over 40 MGs in attendance. Make sure you attend. FFI: Jerry or Nancy Strand at 715-386-5930.
- September 16 – 18, 2004** **Elkhart Lake Vintage Festival** at Elkhart Lakes, Wisconsin. Featured marque is Morgan cars. FFI: 1-800-365-RACE or www.roadamerica.com.
- October 2, 2004** **Fall Color Tour** hosted by Tom Moerke and Wayne Soderbeck. FFI: Tom at 715-386-5341 or Wayne at 715-425-5032. This tour will be held with our very good friends in the Austin-Healey Club.
- October 16 or 23, 2004** **Bayfield, Wisconsin Drive** hosted by the Northern Lights Car Club from Duluth Superior. FFI: Steve Kaplan at 218-727-5911.

November 13, 2004

Annual Meeting hosted by Al and Sharon Kelsey. More details as they become available.

January 15, 2005

Holiday Party. Hosted by Jack and Kathryn Schneider and Glenn and Annette Fisher, we will again party at 3M's wonderful facility, Tartan Park in Lake Elmo, Mn. FFI: Schneiders at 651-552-1780 or Fishers at 651-458-3878.

June 16 - 18, 2005

Rendezvous 2005 at Sugar Lake Lodge, Grand Rapids, Minnesota. Hosted by the Minnesota Austin-Healey Club. Another must attend event. More information as it becomes available.

(Tech Tip Continued from page 9)

still doable. You just make a plaster cast of this dome and cc this cast and subtract that many cc's from the combustion chamber volume.

Now, if you are anywhere near the same age as me, and this seems to confusing, don't panic. Just find any teenage computer geek and he'll do it for you in just a minute.

Several other tips to living with a higher compression ratio are:

1. Using the next spark plug heat range cooler.
2. Using a drill or dremel tool with a rotary file, dress off all sharp edges or projections in the chamber. Use the head gasket as a template to determine how much of the combustion chamber edge can be rounded off.
3. Have the valves and seats ground to have the contact area closer to the outside edge of the valve.

Next month Volume III I'll cover camshafts etc.

Doctor Ernie

Tech Tips are provided by Ernie and Rhea West, proprietors of Dead Lake Motors. Dead Lake Motors is located 13 miles southwest of Perham, Minnesota. Ernie and Rhea can be reached at erwest@arvig.net or by calling 218-758-3344. If using email, identify yourself on the subject line of your note or it may get deleted as junk mail.

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 - Brian McCullough 651/462-0145

Bodywork - Open

Regalia

We now have a web site to view all the merchandise available for our club to purchase. The web site address is amaril.com. We are currently looking at polo shirts, including some special requests for different colors to match owners' cars. If you have any questions please call me. Rich Leslie at **763-754-2965**

New(er) Members -Need a Nametag?

If you are a new(er) member and have not received your nametag(s), or are an existing member and lost yours, please request one from new member coordinator Brian Walsh (651-731-6921). If you leave a message, please be sure to **SPELL** both first and last names for each name tag and leave a phone number at which you can be reached. Lost nametags cost \$5.00. Send your check to Brian, made out to MMGG.

Two Rally's to Consider

1. **June 12, 2004, Chippewa Trails Road Rally.** National Rally begins 8:01 am in Memomonie, Wisconsin. Registration for the Regional Rally is noon at Wisconsin Travel Info Center, Hudson, Wisconsin. This rally is included in the Great Northern Historic Rallye Championship for vehicles built prior to 1975. Historic entries will use only paved roads and have no traps. The National Rally is included in the SCCA National Rally Championship series. Historic classes \$25, Regional Classes \$25, National Classes \$70. Add \$5 if not registered before June 5. FFI: Dave Fuss 763-494-4925.
2. **June 19, 2004, The Coulee Classic Rally.** 9:15 am registration. Point Douglas Park (just across the river from Prescott, Wisconsin.). Hosted by Stella del Nord Chapter of the Alfa Romeo Club in conjunction with the Jaguar Club of Minnesota. The quintessential Monte Carlo style sport car rally using the best all paved roads of western Wisconsin's coulee country. An excellent rally for those new to rallying. FFI: Ed Solstad esolstad@presenter.com or 612-822-0569.

Healey Hill Climb III Another Successful Event

This years Healey Hill Climb was another great car outing. Thanks to Tom Hazen for all his fine work in putting together this event.

And a very large thank you all who helped Tom. Without great volunteers, we could not have this much fun.



This and That

Foreign

Domestic

Midwest Motor Sports, Inc.

26 South 1st Street
 Sauk Rapids, Mn. 56379
 Ph. 320-251-0676, Email: danielmms@aol.com

DAN, MIKE, RICK, DOUG, DUSTIN
**Call and inquire about our free pickup
 and delivery of your car.**

Quality Coaches, Inc.

20 West 38th St. (38th & Nicollet)
 Minneapolis, Mn. 55409
 Ph. 612-824-4155, Fax 612-824-4460 Email:
 ValW@quality-coaches.com

**MOSS Distributor-STOCKING PARTS TO KEEP
 YOUR MG-TRIUMPH-AUSTIN HEALY RUN-
 NING. 30 YEARS SERVICE FOR BRITISH
 CARS, FOREIGN & DOMESTIC REPAIR.**

BMC British Auto

Austin-MG-Mini-all types of pre and post
 War British Automobiles. Mechanical Services
 and Restorations of both.

Brian McCullough

Ph. 651-462-0145 or
 Email: brian@bmcautos.com
 Just north of Forest Lake, Minnesota.

BMC British Auto Specialized parts and upgrades

*V6 Conversion kits for all year MG Bs.

*MG B Coil over front suspension- fully tuneable
 for ride height and camber adjustments.

*Big Brake conversions for MG B including
 Wilwood Calipers

*Vented Big Brake conversion kit

Please contact for prices and options

BMC British Auto ~ Brian Mc Cullough
 651.462.0145

Fuel Pump Overhaul

When was the last time you checked your fuel pump? Now that winter is over, why not have your fuel pump overhauled?

All SU pumps overhauled using ALL NEW factory original parts specially imported from England. If it moves, we replace it. All models undertaken including LP (for TD, TC, and earlier), HP (for MGA and TF), AUF300 (for MGB), and LCS (for Austin Healey and MGA Twin Cam). Others inquire.

Most are a flat fee of \$40.00 plus parts (usually \$40.00). Typical turnaround is 3 days.

Horns and wipers also overhauled. MG mechanical service and restoration also available.

Call or ship to Lew Palmer, Roundabout Motors,
 16780 St. Mary's Drive, St. Mary's Point, MN
 55043 Phone: (651) 436-7401.

(Collier Continued from page 8)

week- end as their "Focus Event" for 2004.

These are just some highlights. A lot of planning for this weekend is still in progress.

For more information on this event or the area, contact:

Sports Car Racing Association (SVRA): on the Web at www.svra.com, or call: (404)298-3323

Watkins Glen International (WGI, the track): on the Web at: www.theglen.com or call: Phone: (607)535-2486

MGVR website <http://mgvr.org/> or MFVR Event Coordinator Dick Powers, e-mail: mgahmogca@rpa.net

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

Kind of classified rules: Minnesota MG Group members ads will run free 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. Commercial Ads as follows: Business Card—\$10.00 issue; 1/4 page—\$20.00 issue; 1/2 page—\$30.00 issue; full page—N/A. All commercial ads must run a minimum of 6 months and must be paid in advance. Send to Jon Masley, 3599 Gershwin Court North, Oakdale, Mn. 55128-3044 or jdmasley@yahoo.com. Make checks payable to the MMGG.

For Sale: 1971 Midget, early Mark I bumpers, recently completed resto, including fiberglass fenders, absolutely no rust, ever, car has 32,000 original miles, brought here from NJ as a partially completed father and son 10 year project. Body is tundra, interior is biscuit, new top, complete new interior including leather Miata seats, biscuit dash, Rivergate 5 speed tranny, 1275 engine, lots of chrome, dual carbs, Pertronix ignition, burns no oil, header and free flow exhaust, Panaspport minilites with almost new tires. Very nice car, \$9000.00 Jim @ 612-267-5815.

March, 2004

For Sale - 1977 MGB to rebuild or for parts. New tires, new top and other useable parts. Ran when stored, is fixable. \$2000 or OBO

Bob 612-987-7400.

June, 2004

For Sale: Complete Air Conditioning unit for MGB's 68-76. This was working when removed from a 73B and has all brackets, pulleys, compressor, blower, vents, hoses, cooler-I guess everything down to the switches. It looks great. Similar units have gone for over a grand on Ebay. Summer Special price of \$599.

Call Terry at 320-845-7372 or email to

tnydeen@charter.net.

June, 2004

For Sale: 1977 MIDGET - VERY GOOD CONDITION: Rebuilt engine block & head with under 300 miles. 89K original miles on chassis, Rebuilt carburetor. New starter, fuel pump, rear wheel cylinders, clutch assembly including hydraulics. Solid mechanics with excellent interior. Solid body condition as it is a Southern Carolina car until recently. Ready for summer fun Call 715-497-5262

April, 2004

For Sale: Newly rebuilt & never installed overdrive for your MGB. Save money on fuel and lower rpm & engine noise at speed.*Rebuilt by club overdrive expert Doug Madsen. First \$800.00—the amount I paid.

Contact Todd Wyatt at 320 980 2010.

March, 2004

For Sale: Set of 4 new 14x6 Minilite style wheels. These are made by Superlite and very nice in their platinum powder coated finish. They come complete with center hub and chrome lug nuts. These are lighter than the usual Minotar wheels available from Moss and others (12 1/2lbs) and beautifully made. These needed to be imported from England and shipping was outrageous but my loss is your gain. \$625

Call Terry at 320-845-7372 or email to tnydeen@charter.net.

June, 2004

For Sale: 1973 MG Midget split bumper, round-arch in British Racing Green. "Frame-off" restoration. \$12,500 or best offer. Contact Curt Carlson on either car at 612-721-8667 (H) or 612-251-7492 © or spritemann@hotmail.com or mnhealey@earthlink.net.

April, 2003

For Sale: 1979 MGB Roadster, 100,000 original miles, new front end, new shocks, new tires, some rust. Interior in good shape. White with black top. Asking \$3800 OBO.

Call Gary Laabs at 763-493-5615

May, 2004

For Sale: 1970 MGB Roadster. New top and paint. Good interior. Mechanically sound and a real blast to drive...Priced for quick sale at \$4,995. Call 507-532-5105 after 6 PM. Don DeRuyck. Marshall, Minnesota.

May, 2004

Minnesota MG Group Membership

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 \$35.00 with a \$5.00 discount if paid before our Spring Kick Off Gathering (mid-March). 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 \$35 (or \$30 if paying before mid-March) and mail to:

Minnesota MG Group, 10305 Morris Road, Bloomington, Minnesota 55437
(952-831-0291 or ddpss@worldnet.att.net)

New

Renewal

Changes

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.mmgg.org