



GAZETTE

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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.

Gourmet Dining Adventure Le Cordon Bleu April 14, 2005 6:30 PM

You are invited to join other MMGG members for dinner Thursday, April 14, 2005 through the *Le Cordon Bleu* Program at Brown College, Mendota Heights, Minnesota. We will meet in the Minnesota Room promptly at 6:30 PM.

Here is what you need to know. We will be having a 5-course gourmet meal. Expect your meal to cost between \$24.00 and \$29.00. Beverages are extra. Wine is available for \$5.00 a glass. You may also purchase a bottle of wine. Gratuity will be donated to the scholarship fund. I do not need any payment in advance. I do need to know if you plan to attend. YOU CANNOT SHOW UP AT THE LAST MINUTE. There is limited seating. I have made reservations for 20 people. Let me know immediately if you will be attending.

Contact: Jon Masley
651-779-8605 home or 651-335-2372 cell or
jdmasley@yahoo.com

Directions to Brown College: From St. Paul take I-494 S. Just before the river, take the Pilot Knob Road exit (CR-31). Turn right. Go up 1 short block. Turn left. In another block you are at Brown College. The Minnesota Room is in the College building. From Minneapolis, take I-494. Cross the river, take the Pilot Knob Road exit (CR-31). Turn left. Cross over 494 and take a left at the 2nd light. Go another block and you are at Brown College. Brown College is located at 1440 Northland Drive, Mendota Heights, Minnesota.

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:

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

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The Oil on the Dipstick

By MMGG President Alan Kelsey

Signs Of The Times

Sharon and I look forward to Spring as much as anyone, I suppose. Over the years, we have come up with four “sure-fire” signs that we are now out of Winter. Certainly, we have to see a robin. After that comes seeing a convertible driven with the top down, a boat being towed (still in the shrink wrap doesn’t count), and smelling a skunk. It seems that these indicators have almost always heralded warmer weather.



There are other signs around us that should warn and inform, if we’d only notice them. Take this one, for example, from the southwestern part of our country. This could easily have been used at school recently to describe one of those very important meetings.

All classes were cancelled one day so every employee, every instructor, every administrator might attend what has been called, “Conversation Day.” The publicized goal is to listen to a few presentations and then get into small groups to share ideas. Right. The ideas that came out of the last one of these two years ago have yet to be implemented.

The next day a couple of us who were sick that day, were asking someone who attended how everything went. “Oh, it was actually a pretty good day.” Now having some concern that we might have actually missed something, we asked for clarification. Were the presentations worthwhile? “Not really.” How about the small group discussions, how did they go? “They weren’t too good.”

Here’s where I made my big mistake. I asked what

had been the high point of the day. "I saw this woman who had on the most beautiful necklace." Let's stop right here. MG Girls, you need to know that if you tell a man that the best part of an eight-hour conference is going to be someone's necklace, he will probably just ask for a gun to shoot himself right there on the spot. This is *nothing* to get excited about. However, there's more.

Somehow, she interpreted my soft moaning to mean I was interested. "It was made from her dog. She had her dog cremated and put into the necklace. I just thought that was such a good idea." I resisted asking if the dog had died before all this happened.

We all encounter mixed messages, but usually we can sort them out. Like when a child comes home from school, walks up to mom or dad, and asks, "Is anyone home?"

Still, there are times when the message, somehow, just can't be deciphered. One of the classics is, "The whippings will continue until morale improves." Here are four more examples from actual company memos plus one more road sign.

As of tomorrow, employees will only be able to access the building using individual security cards. Pictures will be taken next Wednesday and employees will receive their cards in two weeks.

What I need is a list of specific unknown problems we will encounter.



E-mail is not to be used to pass on information or data. It should be used only for company business.

This project is so important, we can't let things that are more important interfere with it.

Until Later or Maybe Not,

Alan Kelsey

THE RUBBER B'S

EDITOR'S NOTES
TOM & BARB BELONGIA, EDITORS

The *Gazette* is a little late this month. We were in England, so we apologize for the delay. We hope you will enjoy Tom's recollection of our trip. Barb's finishing the trip scrapbook (her first scrapbook project) and then we'll bring it to share at upcoming events. Below is the MG Rover pin commemorating the 100th anniversary of the Rover brand and 80 years for MG.

Keep the articles and photos coming. Advertisements too! We always need newsletter materials. Please submit by the 15th of each month to make the following month's publication. Thanks for all the positive comments, we're working hard for you.



DUES ARE DUE!

PAY YOUR 2005 MEMBERSHIP DUES NOW!

**MAIL TO:
JON MASLEY
\$35**

Tech Tip: by Doctor Ernie

Subject: ENGINE TEMP

The subject of Engine temperatures is much more complex than most motorists realize. The attention to temperatures, ranges from my wife's idea that if its still rolling how much can be wrong (just disregard that mushroom cloud of steam) "to the other extreme of paranoia, tow it if the needle is one iota further to the right." Then of course enter the dumbing down of the motoring public that was the big rage with automakers 20 to 30 years ago ---- THE IDIOT LIGHT. Giving the auto industry some credit, I will admit that the general public had been brain washed that 180 degrees was okay but 181 degrees was courting disaster, the manufacturers had to hide the fact that 195 degrees and 203 degrees thermostats were being used to meet the ever increasing pollution standards. By the way, most of those idiot lights don't come on till the engine temperature is around 240 degrees F. But because many of the motoring public wanted to know what was going on, many manufacturers started putting back in gauges that read cold and hot instead of degrees, with a bar or box marked "normal" positioned in the middle. Of course, this normal range covered from 180 degrees to about 230 degrees. But the word normal pacified the public. At about this same time almost all of the manufacturers were clamoring they weren't responsible for short engine life, after all, the government made them do it. But a wonderful thing happened. Almost overnight engines were lasting two to three times longer. In the 35 years since then, improvements in piston design, gasket material, lubricant capabilities, and engine design have extended engine life to a quarter of a million miles in many cars.

Now, if you want to turn this modern day marvel back into a 50 to 80 thousand mile engine, just put a 160 degree thermostat back in. One more thing before we move away from the subject of gauges. Modern technology allows engineers to design a gauge that stays pretty much centered over quite a wide range of temperatures. Again to hide from us what is pretty much a normal condition of

variable high temperatures?

So what does this do for you and your collector car? A lot! The fact that even the worst of modern day oils are light years ahead of the best oils back in the 50s, 60s, and 70s, you can move up to 180 degree or 195 degree thermostats safely. In fact oil life will be extended due to the fact that moisture will then be cooked out of the oil much quicker and more thoroughly. These higher temps reduce the condensing of water on the cooler parts of the engine. Water combined with other combustion by products is what causes sludge, rusting, and corrosion.

Now here's the hard to believe part. The hotter the cylinders run, the longer the pistons, rings, and cylinders last. I read once, that cylinders and rings wear 55% faster at 160 degrees than they do at 180 degrees. No wonder Packard's, Hudson's, Studebakers, etc. often needed to be re-ringed at 40 to 50 thousand miles. Many new cars have engines that happily run in the 220 to 230 degree range, some even up to 260 degrees. But it would probably be impossible to fit your old engines clearances to allow these high temperatures; other parts would start cracking too.

What I use in cars I own or my customers' cars are 180 to 192 degree thermostats. I believe any healthy engine from 1940s to 1980s will benefit with temps in that range.

Here are some other engine temp facts:

1. Air-cooled engines run up to 480 degrees cylinder surface temps.
2. 9000-RPM NASCAR engines run up to 230 degrees at times.
3. Dash gauges aren't always a positive indicator of temps.
4. Thermostats only dictate the minimum temperature. Higher temps are possible under extreme conditions or if there is some other abnormal condition present.
5. Over 90% of thermostats returned for warranty have nothing wrong with them.

6. Water cools better than an antifreeze solution.
7. But an antifreeze solution doesn't boil as soon as water.
8. Running an engine without a thermostat is almost always a bad idea.
9. If everything else is okay and the engine still runs hot sometimes, blocking or partially blocking the bypass port or hose will help. Many old bellows type thermostats with bypass valves aren't available anymore. Plus any increase in system pressure raises their opening temperatures.

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.



Destination:

Abingdon, Oxfordshire, U.K.

By Tom Belongia

Barb and I departed Minneapolis late on 7 March. After much food and drink on the plane and testing out the new reclining seats on the A330 wide body jet, we arrived in London. The prime purpose of the trip for Barb was to further secure opportunities for one of Nor-Lake's largest customers in the United Kingdom. She added a few days for "holiday". The entire trip was a holiday for me.

We caught the Gatwick Express and soon arrived at Victoria Station in the heart of London. After we checked into our hotel on Grosvenor Square (just around the corner from the American Embassy), we grabbed a quick (but expensive*) lunch and took a double deck "Big Bus Company" tour of London. Our time and energy was limited but we "hopped off" at The Tower of London". Barb dragged us into the Jewel House and went back three times to view the Cullinan I Diamond (530 carats) – also

known at the First Star of Africa – and the Black Prince's Ruby (317 carats). The White Tower contains the Royal Armouries' collection of armour and weapons dating back to the medieval kings of England. About 150 people – mostly Yeoman Warders or 'Beefeaters' – reside in the Tower today. In medieval England, Yeoman Warders were the chief executioners. Today they greet visitors to the Tower, and guard the Ravens and Jewels.

Wednesday we hired a car and driver and went north out of London about an hour to Dunstable. Nor-Lake contracts with a warehouse firm there. Christian Salvesen also supplies parts to automobile dealers in England – including parts for Rover-MG. Mid-afternoon we began our first Thames Train trip south. We were going to Reading to meet with the sales and management team of Nor-Lake's sister company, BKI Europe. We missed our first train (Luton to St. Pancras) but after 20 minutes we were on board the second train. We had purchased "mature" cheese and tomato sandwiches and crisps at the station (that's what we were doing when we missed the first train) and had them in route to St. Pancras. The train stopped and we got off with our luggage (1 HUGE roller board, 1 small roller board, 1 heavy briefcase and Barb's "purse"). Then it was up an escalator, across the street, around the corner and then down another escalator to catch the "tube". We had to take the subway from King's Cross (the tube station near St. Pancras) to Paddington Station in the center of London. We struggled to find the correct train and after numerous queries with the railroad pursers, a kind British citizen lead us to our train. 10 minutes later we're in Paddington and looking for platform 8. Again with luggage -- this time only stairs, no escalator or lift – and with the aid of another kind Britain who helped Barb with the huge roller board, we made the next train to Reading. No seats, so we stood near the boarding door, with our luggage and five Brits. (Believe it or not, one was wearing a Green Bay jacket – GO PACKERS!) We're finally underway and Barb calls Peter from BKI to advise we're to arrive in Reading in 26 minutes. Then there's an announcement on the public address system. (Sounds like the order taker at the local McDonald's restaurant – lots of static.) The

train we're on, scheduled to go to Reading, is not going to Reading. We start to panic. Where are we going now? Mr. Green Bay and another lady assure us we'll find our way. Then another announcement – we are going to Reading. (Engineer error?) Crisis averted but soon the train slows, then stops. More announcements report problems on the tracks up ahead. We're already late so we have to wait for the "on time" trains to pass us. Finally we pull into Reading – 66 minutes later – 40 minutes late. Barb calls Peter to advise we've arrived. He'll meet us by the lifts. So we take the lift. Now we're in the car park and no Peter. After more calls, we take the lift up again and go to the other side of the station. We meet Peter.

On the drive to the hotel we spot the first vintage MG of the trip – a chrome bumper B – in a parking lot.

Wednesday night we're at The Copper Inn in Pangbourne. We're on the back side of Windsor Castle but no sightings of the Royal Family. This is a posh and prosperous suburb of London – the Bentley dealership was just across the road. After dinner, Peter tells me he has something for me. Barb had told him of our MG on an earlier trip. His brother-in-law works at the MG ROVER factory in Birmingham. At the end of 2004, all MG ROVER employees received a commemorative lapel pin for 100th anniversary of Rover and the 80th anniversary of MG. Peter's brother-in-law gave me his lapel pin.

Thursday, 10 March

After a morning at the offices of BKI Europe, we're off on another train adventure. This one is from Reading to Manchester in Lancashire. But this one is only one train, no stairs and we can relax for the four hour trip to Manchester. We pass small villages, large estates, flocks of sheep and their new lambs, horses grazing and many stations. As we're nearing Birmingham there, atop a heap in a salvage yard, are two rusted and battered Bs. Perhaps if were "saved" earlier they could have joined the MG Car Club.

Another hour and we arrive in Manchester. All of us and our luggage make it in one little black taxi

and we're off to the hotel. We're in Manchester for the International Field Meeting for Subway. We meet more vendors that Barb knows and we walk to an Italian restaurant for dinner, passing through Albert Square.

Friday – Finally a day we can sleep in. Nothing is on the agenda till 12:30 p.m. so we're off to do some shopping and check out the sites of central Manchester.

An IRA bomb ripped 75,000 square meters of central Manchester apart in 1996 but today a new Manchester has risen, phoenix-like from the ashes. More than 300,000 new visitors come to Manchester each year. New apartments and condos line the canals of the second largest city in England. City centre' residents enjoy the large variety of restaurants and night spots.

We duck into a coffee shop just as the sprinkles turn into a down pour (the only day in rainy England that we needed an umbrella). But it soon passes and we're back to the hotel for Barb's luncheon meeting. Except it turns out to be just a meeting, lunch doesn't arrive until after Barb had to leave to interview a potential Nor-Lake employee. Another of Nor-Lake's associates points out the head of the Subway Restaurant chain, Fred DeLuca, and his V.P. of worldwide operations. Barb continues to work until 9 p.m. – after the interview she's at a trade show with Subway franchisees from all over Europe and Africa. I wander some more streets of Manchester. Inquire as to the location of the closest tobacconist and then relax with an "adult beverage" in the bar. Barb joins me after the trade show for a light dinner and then we check out British television. (I miss Direct TV.)

Saturday, 12 March

A quick breakfast and then off to do more sightseeing and shopping. The first stop was a model shop that resulted in the purchase of a 1:18 model of an MGB MK1. Next stop is the tobacconist shop in St. Ann's Square. I was able to add to my pipe collection (as you know, it's a working collection) with a Northern Briar pipe hand carved in Stockport, Cheshire. We're back at the hotel for the last order of business for Barb – one more luncheon meeting. We say goodbye to her associates, representative, fellow

vendors and customers. She sighs. Then we're off on a quick trip to the local MG Rover Group dealership. We picked up some literature on the 2005 MG models but missed the opportunity for some MG merchandise. Their parts department had closed at 1 p.m. – about 2 hours before our visit. We raced back to the Midland Hotel where I surprised Barb with a reservation for “high tea”. We “lunched” on finger sandwiches, scones and an assortment of delicate desserts. It reminded us of the MMGG Valentine Tea but slightly more formal and we finished off tea with a cordial of Sherry.

The Midland Hotel, on 4 May 1904, was the site of the first meeting between two young men – Charles Stewart Rolls and Frederick Henry Royce. Rolls was the third son of Lord and Lady Llangattock, raised with aristocratic privilege and educated at Eton and Trinity College, Cambridge. Royce was an ex-apprentice at the Great Northern Railway Works and attended night school in Peterborough. But at age 21 and with £70 capital, he set up his own business to manufacture electrical components. Within 10 years he was building motorcars. A friend, Henry Edmunds, purchased the third car made by Royce. This friend later convinced Charles Rolls of C.S. Rolls & Company to meet with Royce. Once Rolls saw the 10HP Royce car he knew immediately that he'd found “gold”. He came away from the meeting having agreed to sell all the cars that Royce could build. It was also agreed that the cars would be known as Rolls-Royce Motor Cars. Sadly the partnership ended a matter of weeks later when Rolls (also a pioneer aviator) crashed in his Wright flyer. Another first for Rolls, he was the first Englishman to die in an air crash. 100 years later Henry Royce's maxim still holds good – “Strive for perfection in everything you do. Take the best that exists and make it better. When it does not exist, design it.”

Sunday we're up early again to take the train south – destination Abingdon. We relax for the first 3-1/2 hours. Same route as Thursday but the train is crowded and we enjoy the people watching. Major track work is scheduled so we're off the train in Oxford, on to a bus to Radley and then in a taxi to Abingdon.

We had previewed the lodging selections in Abingdon on line and settled on The Crown & Thistle Hotel & Restaurant. It has just 22 rooms, a full restaurant and bar and a genuine English pub. It is the second oldest inn in Abingdon with a history that stretches back almost 400 years. We arrived via the back door and left our taxi at the inn's wonderful cobbled courtyard with its red telephone box. We checked in and then had lunch in the hotel's Gallery Restaurant. We enjoyed their carvery (English buffet) of prime rib, roast pork and turkey. Then a quick walk around central Abingdon.

An early Saxon monastery was moved from *Abben-doun* or Hill of Aben to Abingdon in 695 AD. It grew to become one of the most progressive, scholarly and wealthy monasteries of England. King Henry VIII and his Queen, Catherine of Aragon, stayed at the Abbey in 1518 having fled an epidemic in London. When the lack of a male heir drove Henry to seek an annulment of his marriage, the break with Rome came and with it the dissolution of the monasteries. Henry used the materials from the Abbey for his own building projects. Today just the ruins of the Abbey steeple are visible.

The River Thames runs through the center of Abingdon. The Thames Path allows visitors to walk from the start of the Thames all the way to the outskirts of London. We didn't walk that far but spent Sunday afternoon and evening enjoying the sites along the river and speculating on the luck of the fisherman on the banks.

Monday morning is our “MG Day”. After the hotel phones for “last call” for breakfast, we grabbed a taxi and set out for Kimber House. Of course, neither the hotel desk manager nor the taxi driver knew of Kimber House. After asking about the MG factory (“It's been torn down”), we learned we should have asked for the MG Car Club. Finally we're on our way. The MG Car Club was founded in 1930 and originally was housed inside the Abingdon factory. But in 1969, following the formation of the British Leyland Motor Corporation, the club had to fend for itself in the outside world. The club currently is located adjacent to the site of the M G Car Company's Administration Block on Cemetery Road. The

building has been named “The Kimber House”.

We were welcomed by the receptionist for the Club. She showed us the museum on site and answered all our questions concerning the club, the area and life in England with vintage MGs. The Administrative Block is the only MG factory building still standing and it is currently being converted into apartments and lofts. A Block, B Block and C Block are all demolished. Housing developments now inhabit the area. *Safety Fast*, the MG Car Club’s magazine, also works out of the second floor of Kimber House.

After we had savored all the displays at Kimber House, we purchased a “few” MG mementos of our visit and joined the MG Car Club. Purchases in hand we strolled back through Albert Park, a 19th century formal garden, to our hotel and “hit” another pipe shop. I added two more English pipes to my collection – one a churchwarden style. We rested with tea at the pub and later walked along the Thames again.

Our last full day in England was spent in Oxford. Our first stop is Sheppard & Woodward, clothier to the kings. I decided I needed a new flat cap. We walked back to the center of Oxford to the Carfax Tower.

We hopped on another double deck bus and we’re off to see the sites of academic excellence of Oxford. The University of Oxford encompasses 39 separate colleges ranging in age from 50 years to 600 years. The best examples of these are sumptuous and elegant British architecture with quadrangles, courtyards and gardens. We decide we want to visit Christ Church College (especially the dining hall when scenes from the Harry Potter movies have been filmed). But the dining hall is closed (because lunch is being served to its students) until 2 p.m. so we’re back on the bus. We round the corner onto Longwall Street and our tour guide shows us the location of the original Morris Garage built in 1910. We knew of the MG origins in Oxford but we were unable to locate any specifics prior to our trip.

We continued on the bus and after a quick stop at the railroad station for a hot chocolate and Danish, we see what looks like car wheels in the architecture of

Nuffield College. William Richard Morris, designer of the Bullnose Morris and later opened The Morris Garages, became Lord Nuffield and his contributions to the University of Oxford resulted in a college in his name. We also saw a tribute to Lord Nuffield on the Courthouse of Oxfordshire.

We stopped for lunch at the White Horse Pub – the oldest pub in Oxford. It was often visited by Winston Churchill and Bill Clinton – both former students at the University of Oxford. We walked over to Longwall Street to see the green garage doors of the Morris Garage up close. Then back to Christ Church and Alice’s Shop (real life Alice Liddle, Lewis Carroll’s “Through the Looking-Glass” inspiration, used to buy her barley sugar sweets from this tiny curiosity shop) and finally back to Abingdon.

We had one last stop before we returned to the Crown & Thistle for our final night in Abingdon. This was the Boundary House, a Morlands Public House. It’s now a restaurant, but was Cecil Kimber’s home from 1933 to 1938. Barb chose a chicken dish and I had a Beef an’ Ale Pie. The pub area was filled with photos and drawings of MGs and area road rallies.

Wednesday morning on the return to Gatwick we spotted a Brit driving a chrome bumper B, with the hood down. It seemed a perfect ending to the MG inspired trip. We landed at MSP just before 3 p.m. and discovered the battery on the Trailblazer was dead. Perhaps we should have brought the MG to airport!

*The English pound is more than twice the value of the U.S. dollar.





Photo by: Susan G. McSpadden

1960 Shamrock

The Luck of the Irish

JONATHAN A. STEIN

Published Date: 3/21/05

Seattle car collector Dan Holms could have the Ferraris and Duesenbergs that captivate his computer baron neighbors, but he likes things a little different. In mid-2004 Holms saw a photo of the short-lived Shamrock car and decided he would go looking for one of his own. He found a pair in California, but the owner wanted incredibly silly money for the small-change Shamrocks.

Being the patient type, Holms placed an advertisement in *Hemmings*, then sat back and waited. Before long he received a call telling him a different Shamrock was soon to be sold at the Bonhams & Butterfields Wiglesworth sale near Kansas City in September. Holms made travel arrangements then headed east to make his play for the Shamrock.

The car he was after represents one of the more obscure auto ventures of the mid-20th century. In fact, its greatest distinction may be its very obscurity. Planned to be built in Ireland in the early 1960s, long before John Z. DeLorean brought his ill-fated, stainless-steel sports car to the island, the fiberglass Shamrock enjoyed a very short life. With business offices in England, Shamrock Motors Ltd. was to manufacture cars in Tralee, Kerry, though ultimately production commenced in Castleblaney, County Monaghan. To further muddy matters, the man behind the operation was American William K. Curtis, though the one-piece molded fiberglass body was designed by Canadian Alvin "Spike" Rhiando, a former 500-cc Formula 3 racer.

The car Curtis brought forth was a four-seat fiberglass vehicle of sporting pretensions. Looking like a

cross between a 1957 Thunderbird and a Studebaker Hawk from the rear, the narrow Shamrock was built on a ladder frame with a 98-inch wheelbase. It has such long overhangs that it has been described as looking more "like a parade float than a car," especially considering its 51-inch front and 49-inch rear track. The independent front suspension used coil springs, as did the live rear axle. The 1500-cc B-Series engine was from the Austin A55, as was the four-speed manual transmission. Look under the hood, and with the exception of the Austin green paint, the engine looks like an MGA power unit. However, with a single carburetor, power output was rated at 53 hp as opposed to the MG's 72 hp.

With a projected price of less than \$2,500, a production run of 3000 was anticipated for the first year, with more to follow. But the project foundered due to money troubles and only eight examples are known to have been completed. At least one of those cars was fitted with a fiberglass hardtop, and three made their way to the United States, while two more are known to survive in Ireland.

The white Shamrock on offer at Bonhams & Butterfields was once part of the Harrah Collection in Reno but spent many years stored in a collection in Kansas City.

Wearing its original paint, the odometer shows just more than 10,000 miles, which is almost certainly original. The car retains its original vinyl interior and soft-top, but the upholstery suffered at the hands of the shop hired to replace the brakes. The car was left outside with its top down for several months, and rain and nature did the rest.

Now that the Shamrock is safely in Seattle, new owner Holms is working to freshen the car and get it roadworthy, with new brakes, a fresh soft-top, upholstery, paint and chrome. Holms also hopes to duplicate one of the original factory hardtops.

In spirit, execution and performance, the quirky Shamrock is much closer to a Nash Metropolitan than it is to an MGA. But it is a rare four-passenger convertible that will be fun, inexpensive to run and absolutely unique wherever Holms goes.

Submitted by: Jim Pennoyer

**WELCOME !!!
NEW MEMBERS
AND BIRTHDAYS:**

If you have a Birthday in April,
Happy Birthday!!

Home from the hospital,

Val Wallrich,

Our best wishes for a speedy recovery!



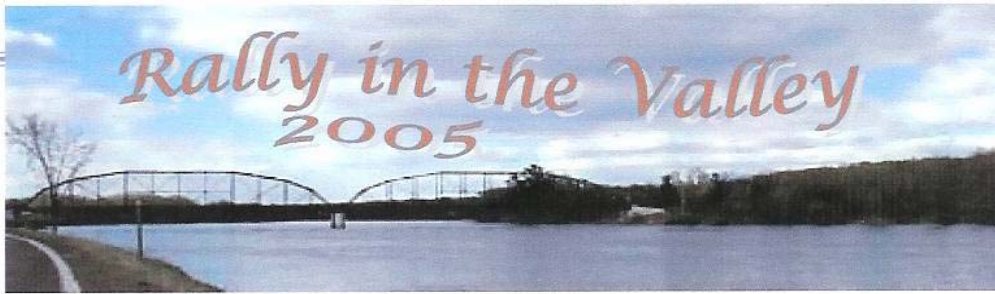
**More rooms available For Rendezvous
2005 !!**

Good news for those planning to attend Rendezvous 2005 but haven't made room reservations yet. In addition to the 18 accommodations remaining at Sugar Lake Lodge, Barb Ronning has convinced two motels in Grand Rapids to hold blocks of rooms for our gathering.

The Sawmill Inn – Ph: 800-804-8006 – is holding 30 rooms for us until May 16 at prices ranging between \$78 - \$84, plus tax. Ask for the "Rendezvous 2005" group rate on their rooms.

Next door to the Sawmill Inn, the Country Inn & Suites – Ph: 218-327-4960 – is holding 20 rooms for us until June 1 at a price of \$75 per room (accommodating from 1 – 4 people), plus tax. Ask for the "Rendezvous 2005" group rate on rooms there.

Both motels are closer to downtown Grand Rapids and about 12 miles from Sugar Lake Lodge. See you at Rendezvous 2005!



August 25, 26 & 27

Join us at "Paradise Shores" in Holcombe Wisconsin

PLANNED SCHEDULE OF EVENTS

Thursday August 25 -- Resort check in, register for "Rally in the Valley," dinner (supper) on your own (@ Paradise Shores), Natter-n-Noggin around the campfire (lake side).

Friday August 26 -- "Double Back Rally," lunch at East Bay, part 2 of the "Double Back Rally," "Sea Food Buffet" @ Paradise Shores, and pool side party (Natter-n-Noggin).

Saturday August 27 -- Tour the lake on pontoon "Pride of the Bay" or go antique/craft shopping, Wax on/Wax off Car Show, Funkhanna, social hour in the Lounge, banquet "Texas Style," & the famous "Rally in the Valley" awards banquet ceremony.

Sunday August 28 -- Farewell breakfast.

Register before July 25th, 2005!!

Make your reservations @ Paradise Shores ASAP 1-800-657-4512 or www.paradiseshores.com
Alternate lodging @ Americinn 715-532-6650. Visit the MMGG web site for photos from last year. (www.mmgg.org) For questions, contact Steve or Diane Rindt at (715-832-8316) or drindt5953@hotmail.com

Send Checks and Registration Form to:
Register Before July 25th 2005
Diane Rindt
4271 North Shore Drive
Eau Claire, WI 54703

Name: _____

Address: _____

E-Mail: _____

Vehicle/s to be registered:

Year _____ Make _____ Model _____

Friday & Saturday Breakfast Buffet:

\$18.00/adult x _____ = _____

\$9.00 /children 4-12yrs x _____ = _____

(Prices includes BOTH days)

Friday Lunch @ East Bay (choose from the following):

Grilled Chicken Breast: \$7.75/person x _____ = _____

Sirloin Steak Sandwich: \$13.25/per person x _____ = _____

Italian Beef: \$8.75/person x _____ = _____

Classic Burger: \$7.25/per person x _____ = _____

Chicken Caesar Salad: \$12.00/per person x _____ = _____

Taco Salad: \$9.75/per person x _____ = _____

Saturday "Texas Style" Banquet

\$20.00/adult x _____ = _____

\$10.00 /children 4-12yrs x _____ = _____

T-Shirts: Men's & Women's (S, M, L, XL \$16.00) (XXL \$18.00)

Men's (Size _____): x _____ = _____

Women's (Size _____): x _____ = _____

Registration Fee: \$35.00 per/couple

x _____ = _____

Not Saturday as seen in last month's flyer. Oops!

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.

On Going Saturday Mornings until further notice.

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.

April 14, 2005

Gourmet Dining Adventure Le Cordon Bleu Hosted by Jon Masley at Brown college, Mendota Heights, MN. 6:30pm. **This is a reservations required event.**

April ? 2005

Tech Session Hosted by Keith Galberth **Postponed** Keith will let us know when and where, Something about a new habitat in Lakeville.

April 16, 2005

Tech Session Dan Iberg. Midwest Motor Sports Inc. Sauk Rapids MN.

April 29 - May 1, 2005

Classic MotorSports At The Mitty Biggest Vintage Race in the Southeast. Huge Vendor area. Autocross the new Lotus Elise. Auto Cross a new Mini **Free!** Featured event Moss MG/Triumph Challenge. Car coral, club activities, parade laps, car show, tech seminars, and more. At beautiful Road Atlanta. Info at: ClassicMotorsports.net or call 360 673 4148 for more info.

May 14, 2005

MMGG Picnic In The Park Hosted by Jim & Cindy Pennoyer

May 22, 2005

Spring Kickoff 2005 Intermarque Council Show and Banquet Noon to 5pm, at the Plymouth Radison. Banquet price is \$15.00 per person.

June 16 - 18, 2005

Rendezvous 2005 Hosted by the Minnesota Austin-Healey Club. Sugar Lake Lodge, Grand Rapids Minnesota. Another must Attend event!!

June 17 - 18, 2005

Brits on the Bricks The MG Car Club of Toronto invites you to celebrate the 50th Anniversary of their club. Guest speaker is Mr. John Twist. There will be an evening soiree on Friday and on Saturday. There will be a British car show on the brick walkways of *The Historic Distillery District*. **FFI:** www.mgtoronto.com or contact econte@rogers.com to be place on the mailing list.

June 17- 19, 2005

Minnesota Street Rod Association Back to the 50's Weekend. Minnesota State Fairgrounds.

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.

- July 2, 2005** **Vintage Voyagers "Original" Blast from the Past Car Show** Starts at 9:00 am, you can enjoy food, crafts, music & great car show. Trophies awarded for the best in class at 2:00 pm. Following the car show, take a scenic drive to our supper destination at **Jakes Supper Club** at Tainter Lake. Contact Steve and Dianne Rindt at 715 832 8316
- July 7-10, 2005** **MG2005 in Olympia, Washington.** Make your plans now to attend this event. The Olympia club (www.MG2005.com) has a great event planned including sailing on the schooner in the Puget Sound, trips to Mt Rainier, trips to the Lamay Car Museum, and much more. The Red Lion Hotel, where the show will be based, is a lodge-type facility overlooking the beautiful surrounding scenery. More information as it becomes available.
- July 14-17, 2005** **North American MGA Register GT30** Mackinaw City Michigan. Believe Dick Wallrich is planning this event
- August 13, 2005** **Ellingson's All British Car Show and Swap Meet.** Rogers Minnesota. Starts at 9:00 am
- August ?, 2005** **Road Trip to Galena** Dick & Val Wallrich are planning a trip for this event.
- August 25-27, 2005** **Rally In The Valley, 2005** Hosted by Steve and Diane Rindt. Three big days!! The fun begins on Thursday this year. Do the "Double Back Rally" on Friday morning, enjoy the "Pool Side Party" that evening. Saturday morning for the "Wax on - Wax Off" car show, followed by the Funkanna. Texas Style Banquet and the famous "Rally In The Valley" awards Ceremony. **Don't miss this event!!** For more info contact Steve and Diane Rindt at drindt5953@hotmail.com or 715 832 8316 and visit us on the web at: www.mmgg.org the official site for the MMGG.
- September 10, 2005** **Wings and Wheels** looking for hosts for this event. A definite fun time in Oscelota Wisconsin. Car show and shopping
- September 24, 2005** **Tenba Ridge Winery & Car Show** Blair Wisconsin, Steve & Diane Rindt
- September ? 2005** **Fall Color Tour** still looking for hosts for this event
- November ? 2005** **Annual Planning Meeting**
- December 10, 2005** **Holiday Grazing Bus Tour** Dawn Williams & Val Wallrich With these two hosts this could be a very interesting event.

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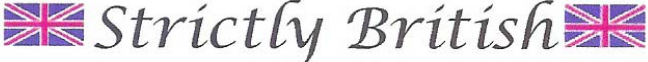
Ph. 651-462-0145 or
Email: brian@bmcautos.com
Just north of Forest Lake, Minnesota.

Attention: MG GIRLS

Get Your Own Email List for Activities & Invites
If you are an MG Girl, or want to be, and want to
know about all planned and impromptu activities for
the MG Girls, sign up for the new MG Girl Email
Distribution List.

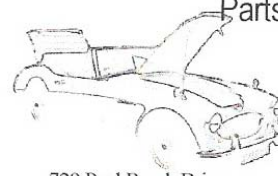
Go to **www.mmgg.org**, and click on the MG
Girls tab on the left. Then just fill out the form lo-
cated on the bottom of the MG Girls page. If you
want additional information about the MG Girls,
contact Cindy Pennoyer at 763-536-5472.

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Hudson WI 54016

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

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.

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 Tom Belongia, 238 Glen Circle, River Falls Wisconsin 54022. Or at: tom.belong@pressenter.com. Make checks payable to the MMGG.

For Sale: 1979 MG Midget. Runs great! 4-speed, 25,000 miles. Looks good inside and out. British Racing Green with Tan interior, new carpet, no rust, Iowa car, black tonneau cover, new black convertible top, radio with cassette deck. \$6,200 or best offer. Call Terry Eggum at 651-457-4103.

January 2005



For Sale: A/C unit for 1971-1976 MGB and GTs. This very attractive unit was working. When pulled from a '73 and is complete with all the parts necessary to re-install. It was checked, cleaned and re-sealed before purchased. Priced to sell at \$575. Call Terry Nydeen at 320 845 7372

April 2005

For Sale: 1961 MGA 1600, red. Call Joseph Olson at 612 865 7956.

April 2005

For Sale: 5 show quality, unmolested LE Wheels, original lugs, mounted with newer Michelin tires. Never see a winter or been altered. \$600. Contact Todd Wyatt at 320 980 2010

April 2005

For Sale: (2) 1979 MGB Roadsters. They are on my web site at www.theoldphotocompany.com. Click on the "view our images" tab to 1979 MGB roadster. Contact Denny Scales at 951-679-0883

January 2005

For Sale: 1971 MGB Roadster. It has 37,000 actual miles. It is rusty but have the sheet metal parts for replacement. New top. Tom Boettcher 952 881-3464 or boettchertr@people.com

January, 2005

For Sale: 1979 MGB Roadster. British Racing Green, with black interior. 76,000 miles. Complete restore and engine re-build at approx. 60,000. Absolutely no rust! The vehicle is in "show car" condition and a collectors dream. Contact Ted Olson at home 952 448 7995 or cell 612 910 0220.

April 2005

For Sale: Brand New, MGB convertible top for 1971-1980. Black with zipper rear window. Originally purchased from Victoria British Ltd. Never used or installed.

Call Pam Laulainen at days 952 567 4220 or evenings 952 935 6872

April 2005

For Sale: Spring Cleaning, MGB Parts. Factory hard top, \$325. 1969 overdrive transmission \$150. Salisbury rear end (wire wheel) front hubs and 4 wires, \$250. 4 Rose style wheels with unused Goodyear tires, \$150. 1964 Calif. (body only) 'B' underside, engine bay and interior, blasted and finished in PPG tartan red. Needs outer panels, finishing. Great place to start, \$750, or best offer. Contact Steve Bennett at 651 766 6897 or email at hattermando2@yahoo.com.

April 2005

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, 3599 Gershwin Court North, Oakdale, Minnesota 55128
jdmasley@yahoo.com

New Renewal Changes

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

City, State, & Zip Code: _____

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

Add your Email Address here for your newsletter, and club notifications:

MG(s) Owned: _____

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River Falls, Wisconsin 54022

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