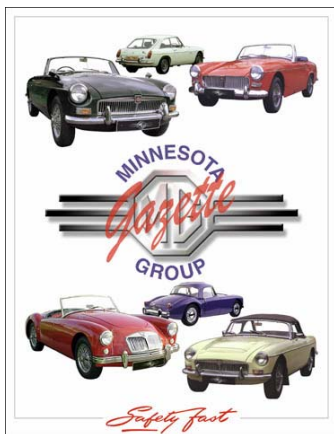




# GAZETTE

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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.

## "RALLY AT THE RAPIDS"

### RENDEZVOUS 2005!!!!

**IT'S TIME TO LINE UP AND GET GOING!**

**SUGAR LAKE LODGE, GRAND RAPIDS MN.**

**JUNE 16 - 19, 2005**

**RALLY, DRAG RACE, SHOW YOUR CAR AND ALL THE FRIENDS YOU CAN TALK TO!**

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**glauser@presenter.com**

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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# The Oil on the Dipstick

By MMGG President Alan Kelsey

## Headline

Last night, Sharon and I attended my grand-nephew's first Little League baseball game of the season. Yes, I know, right now you're saying, "My, Alan certainly couldn't be old enough to have a grand-nephew!" My brother is older than I.

Anyway, I had some time to think between innings (lots of time to think). A few things occurred to me, such as the relative size of these 9 to 11 year-olds to professional ballplayers. Have you ever noticed that the size of the strike zone for a Little Leaguer is about the same as a paper plate? Also, look at the distance from the pitcher's mound to home plate. Yes, it's shorter than at a major league ballpark, but relative to the size of the pitcher and the size of the strike zone, I think it's longer.

So there's the hurler, winding up, aiming at a hole a bat would have a hard time to fly through. All the time his mother is yelling from the stands, "Did you remember to put on clean underwear?"

The runners don't have it easy either. Once the professional athlete leaves first base, how many strides does it take to get to second? I watched several of the boys last night, their little legs pumping for all they're worth, hands trying to hold up the pants their brothers wore last year, the batting helmet, being two sizes too large, is spinning around on their head. Now he can see, now he can't! Someone screamed, "Slide! Slide!" Are you kidding?! These poor boys don't get up enough speed to slide. If they try, they just kind of lay down and stop. Naturally, their lack of experience means they started the slide a bit too soon. But, no matter, they can just reach back to first base without getting up.

All of this happens as the ice cream truck is circling the field, so close you can smell the flavors. Yes, I can smell ice cream, can't you?

Now I don't watch many sporting events. In fact, I don't think I've ever watched any from start to fin-

ish. Not unless you count mom and dad running around the park, trying to catch their children, take them back to the van, kicking and screaming, and then doing it all over again as the brood escapes from the door on the other side.

I just can't quite understand sports. Professional golf is one that completely eludes me. First, the announcers whisper. Why? They're about a mile away in the studio. Then they demand that all of the spectators remain perfectly quiet for every stroke. The ball is *just sitting there!* It's not going anywhere. You can take several practice swings and even spin it around so you can read the imprint. In baseball, it's coming right at the batter at about a hundred miles an hour, the crowd is bellowing "encouragement" to the field, referencing the player's IQ and familial lineage. The announcers are imparting fabulous words of wisdom over the loudspeakers (which are aimed, by the way, right at home plate) and the arena organist is going into the Mexican Hat Dance for the fourteenth time. Couldn't you just see a player stepping out of the batters box to yell at the crowd, "Hey! How about some quiet out here. I'm trying to bat."

I can think of no better way to summarize my thinking on sports than with a few quotes from the baseball great, Yogi Berra.

"Always go to other people's funerals, otherwise they won't come to yours."

"Baseball is 90 percent mental. The other half is physical."

"If the people don't want to come out to the park, nobody's gonna stop them."

"No wonder nobody comes here; it's too crowded."

"We made too many wrong mistakes."

"You can observe a lot by just watching."

"I usually take a two-hour nap from 1 to 4."

See you at the events!

Alan Kelsey

## Subject: Rover MG

The latest news on the Rover MG front is that "Volkswagen Audi Group" are interested in purchasing MG. Not clear if its only a name purchase or an investment operation. The Receivers are very quiet on the subject but the British Government who are on the hook for at least 275 million sterling are making the right comments about VAG. There is little hope for Rover no one seems interested which is understandable with Longbridge closed and the accumulated debt increasing every week! More news as and when it leaks out of the UK! Geoff

Submitted by: Geoff Wheatley

## THE RUBBER B'S

EDITOR'S NOTES

TOM & BARB BELONGIA, EDITORS

The editors' routines are starting to "merge" nicely. Still a little give-and-take, but the major issues have been resolved. We appreciate all the compliments, suggestions, articles and photos. More participation is always welcome. We know some of you are coming up with some regular feature or contribution ideas. The June issue is only a few weeks away — send in your ideas and stories now!

Please provide any articles, photos or advertising **by the 15th of each month** for publication the next month.

Our email subscription list is growing fast. Contact us to be added to the email newsletter list. You'll receive your issue in color and earlier than the mailed copies.

## *Get Well Soon!*

Best wishes for continued recovery to Val and Dick Wallrich. Your friends at the MMGG miss you! Hopefully you both will be "tuned up" and ready for the MG driving season soon.





# Art of Classic Cars 2005

CLASSES	100	Pre-War, all to '42	(Original and street stock**)
	200	Post-War ('46 to '52)	" " "
	300	Mid & Late 50s ('53 to '59)	" " "
	400	Early 60s ('60 to '64)	" " "
	500	Late 60s ('65 to '69)	" " "
	600	70s ('70 to '79)	" " "
	700	Pony Cars*** (See limitations below)	
	800	Muscle Cars***(See limitations below)	
	900	Convertibles, all to '79 (No sports cars) ****	
	1000	Sports Cars, American Made (2 passenger only)	
	1100	Sports Cars, Foreign or Import (2 passenger only)	
	1200	Street Rods (all to '48)	
	1300	Street Machines ('49 up)	
	1400	Imports, Foreign, all to '79, except 2 passenger sports cars	
	1500	Orphans* (See limitations below)	
1600	Commercial Vehicles, all to '79		
1700	Special Interest, Custom & Modified, Miscellaneous, any year		
1800	Modern Limited Production ('80 up)		
1900	Corvairs		

\* Please, no cars in primer or obvious need of restoration (rusted, body parts missing or damaged).

\* Orphan cars are those manufacturers no longer in business, i.e.; Hudson, Packard, Essex, Nash, Studebaker, Kaiser or Frazer, etc. Models no longer manufactured such as Edsel, Corvair, Desoto, Plymouth, Oldsmobile, Valiant, Falcon, Shelby, American Motors vehicles, etc. are not considered orphans as the manufacturer or successor is still in business

\*\* Street Stock allows vehicles with modifications, alterations or additions typical to the era (no body modifications) (tires, wheels, mirrors, engine chrome, gauges, dual exhaust, sound systems, etc., are typical to the era)

\*\*\* Pony Cars include Mustang/Cougar, Camaro/Firebird, Barracuda/Challenger, AMX/Javelin & similar cars maintained or restored essentially as originally produced or with modifications, alterations or additions typical to the era (no body modifications)

\*\*\* Muscle Cars include compact or intermediate size cars from '62 through '74 with "big block" engines, exceeding 360 cu. in. & not considered pony cars, including Road Runner/GTX/Super Bee, Fairlane/Torino GT/Cobra, 4-4-2/Cutlass, GTO/LeMans, Gran Sport or GS, Chevelle/Malibu/Nova, Rebel & similar cars maintained or restored essentially as originally produced or with modifications, alterations or additions typical to the era (no body modifications)

\*\*\*\* Convertibles cannot compete in Street Stock or Vintage Vehicles classes, even with the top left up. Convertibles in all other classes (Pony, Muscle, Special Interest, Custom/Modified, Street Rod or Street Machine) must be placed in & compete as Pony, muscle, Special Interest, Custom/Modified, Street Rod or Street Machine vehicles, i.e.; a street machine convertible completes as a street machine, a Mustang or Camaro convertible completes as a Pony Car



# StarTribune



11<sup>th</sup> Annual  
**CITY PAGES**

2005

## STONE ARCH

FESTIVAL OF THE ARTS

# Art of Classic Cars

Sat. & Sun. June 18<sup>th</sup> & 19<sup>th</sup>; Always Father's Day Weekend!

Noon – 5 p.m. both Days / Set-up begins at 10 a.m. / Awards at 5 p.m.

Historic Main Street, in the Mpls Riverfront District, featuring over 200 Arts Vendors  
Enter from East Hennepin @ Main St.

**19 Trophy Classes each day** **Awards each day, 1<sup>st</sup> & 2<sup>nd</sup> Place**  
**\*\*\*No Registration Fee\*\*\***

### Your Pre-Registration is Recommended & Appreciated!

By Mail: Art of Classic Cars, Box 8285, Minneapolis MN 55408-0285; By Fax: 612-827-7753



Mail or FAX your pre-registration to: Art of Classic Cars, Box 8285, Minneapolis MN 55408-0285 Fax: 612-827-7753

Date \_\_\_\_\_ Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_  
Please include area code)

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_

Signature \_\_\_\_\_ New this Year  Previous Participant

I am registering for  Sat, June 18 only,  Sun, June 19 only,  Both Days, Sat & Sun

LIABILITY: In consideration for the right to participate, all entrants discharge (by signing this form) Minneapolis Riverfront Arts/Events Committee, Inc., Clear Channel Communications, Inc., Mark IV Productions all other sponsors, volunteers, workers, employees, officers, directors, agents or anyone else connected with this event from any and all known or unknown damages, injuries, losses, judgements and/or claims from any cause whatsoever that may be incurred by the entrant to his or her property. Additionally, each entrant expressly agrees to indemnify all of the foregoing entities, persons or bodies of and from all liability occasioned or resulting from the conduct of other entrants, spectators or any participant. Event management reserves the right to restrict participants and spectators to acceptable behavior during the event. If, for any reason, an entrant's actions or vehicles appearance is deemed unacceptable by management, the parties or vehicles involved will be asked to leave the premises. Any objectionable behavior off of the premises may be cause to deny entrance to those parties or vehicles to the event. City of Minneapolis and/or Minneapolis Park & Recreation Board endorsement of this event is not intended or assumed.

For further information contact: Susan Anderson @ 612-825-8551

## Tech Tip By: Dr. Ernie

### Subject: Electrical Systems

This is related to older cars.

If you are like me: Ohms times amps plus volts divided by resistance equals smoke or similar formula, is way beyond my abilities. I like one simple word, or at least just a few words, to help me figure out my problems.

Back around 1960, I went to a school put on by Delco-Remy, and an instructor at that time instilled some thought in me that has stuck till this day. As simple as this sounds, it clears up a lot of possible errors while working on electrical systems. Don't confuse electricity with a liquid. When your "good ol uncle" says got any juice there yet. You're on your way to a confusing diagnosis. Here's why you shouldn't compare electricity with a liquid. When you cut a water line the water (juice) flows. When you cut an electrical wire, electricity (juice) stops flowing. So quit comparing electricity with a liquid.

Now back to diagnosing electrical failures. Again I'm talking about older cars, back when alternators were the newest things, and computers that had the capacity of the watch that's on your wrist now, were about the size of a small garage. For tools, the most basic need is the common "test light". Ice pick type that has a 12-volt lamp in the handle, with a length of wire with an alligator clip on the end. The first test you will always want to do is test the test light by touching the ice pick end to one battery terminal and the alligator clip to the other battery terminal. If the bulb is good, and the battery's up, it should light up. Take note at this time of how bright the light is, as this is an indicator of how good of an electrical supply you have (or ground connection) at the unit your testing. I almost always start at the part that's not working. Let's use a non-working taillight as an example. With the lens cover off and the bulb removed, clip on or hold the alligator clip to the metal housing that holds the bulb. Then carefully touch the probe end of the test light to the center contact button (there will be two buttons if it's a combination turn signal/tail light bulb). I say carefully, because if you

touch the button and the metal housing you will probably blow a fuse. If the test lamp lights, then you probably only need a new bulb. If it doesn't light or only lights dimly the whole light assembly may just be poorly grounded to the body or chassis. To test this just move the alligator clip to a known good ground like a bumper or non-painted body part. If the test light shines bright doing this, then spray or squirt some form of oil on the tail light assembly mounting screws and alternately loosen and tighten the screws till a fresh new ground connection is obtained.

If you get no light from the test light no matter what you try, then you can assume that circuit is dead. (It doesn't hurt to check your test light again, especially if you've dropped it). If the other taillight is working you can assume that the light switch and fuse are okay. Rarely do they fuse each taillight separately.

If the other taillight is working, you will have to follow the wiring from the non-working light till you find the bad junction or connector or maybe a broken wire. Always remember though, that the ground connection is every bit as important as the hot wire connection. It's not uncommon to find poor ground connections at every joint, rivet, or crimp of every part of a light assembly.

If neither tail lights have 12-volts (the test light doesn't light) but the parking lights in front are working, then the light switch and fuse should be assumed to be okay. You will then have to test every connection from the taillights forward. Also look for a cut wire along the way. If you are testing the wire using the ice pick to puncture the insulation, always reseal that puncture with a small dab of silicone glue.

Most other electrical units can be checked using these same procedures. Occasionally a manufacturer will use a relay to carry the main electrical load, thus saving unnecessary wear and tear on a switch. These relays are most often only used on head light or horn electrical circuits. The most difficult "not working situation" system to diagnosis is the windshield wiper wiring. They often incorporate a reverse grounding circuit that's further complicated by having a self-parking feature.

Continued on page 10

FREE TO THE PUBLIC

The Minnesota MG Group presents:  
The annual Ellingson's ALL British  
Car Show & Swap-meet

Show your British car for \$3.00  
Swap-meet spaces are \$5.00 e.a.

Do you own any of the following cars?

AC, Albion, Allard, Allegro, Alvis, Austin, Bantam,  
Bentley, Bristol, BSA, Capri, Daimler, Healey, Jaguar,  
Jensen, Land Rover, Lanchester, Leyland Motors, Lon-  
don Taxi, MG, Mini, Morris, Morgan, Nash, Oxford, Ri-  
ley, Rolls Royce, Rover, Standard, Sunbeam, Triumph,  
TVR, Vanguard, Vanden Plaus, Wolseley, or any other  
car built in Britain?



Come to the annual,  
All British Car Show and Swap-meet

- \* View the cars
- \* Buy & Sell Parts
- \* Talk to the owners
- \* Tour the museum

August 13th  
2005  
9:00am to 3:00pm

Ellingson's Car Museum  
20950 Rogers Dr.  
Rogers, MN 55374-9191  
Corner of Hwy 101 and I-94 in Rogers  
Contact: Minnesota MG Group,  
Jim Pennoyer (763)536-5472

InterMarque Monthly, May, 2005, page 17

## ENTER THE BELLY OF THE DRAGON!

The Tenba Ridge Winery is nestled in the rugged hills of Trempealeau Country, in a part of Wisconsin left untouched and unchanged by the last glaciers to cover parts of North America. Visitors are at once calmed, yet energized, by drinking in the views of hills and valleys visible from the wine terrace. Tenba Ridge Winery is carved out of the lower level of the family home, reminiscent of the small family wineries found in Europe.

John Patrick Gill and Kiyoko Fiedler are brew masters of Alsatian style wine at the Tenba Ridge Winery just outside of Blair, Wisconsin. Behind the house is a big ridge and from the air it looks like a dragon. When John Patrick and Kiyoko were making plans where to build their house, Kiyoko placed the houses location in the "Belly of the Dragon". Why? because this is the safest place to be! There is a trail up to the ridge behind the house for the hardy to hike and believe me it has a spectacular view! (Wear your hiking shoes!)

John Patrick Gill started making wine in the early 1980's while living in Fox Point Milwaukee. His great grandfather started making wine in the Alsace area of France in the 1890's. Today John Patrick and Kiyoko are making wine the same way John Patrick's great grandfather did. They use the same materials and process; this is what makes their Alsatian wine taste so good.

John Patrick and Kiyoko are also British Car Enthusiasts and have been for years. John Patrick has owned many different British Cars throughout his life, 1952 MG TD Stage 2, 1958 BUG EYE SPRITE, 1964 AH SPRITE, 1974 TRIUMPH SPITFIRE and an MGA, 1600 TWIN CAM.

John Patrick Gill lived in Long Lake Minnesota when they were building the I-494 Belt Line. In the early stages of building the new highway the only part that was concrete was the two "clover leaves". At that time John Patrick drove 18 miles from home

to work and when he came to the clover leaf for the "new" highway he'd drive his MGA as fast as he could on the clover leaf, putting the car into a 4 wheel slide, never letting up on the gas. Then he'd hit the unfinished dirt road and continue until he'd hit the next clover leaf and run the same drill again!

John Patrick always preferred to drive his cars without the windshield. (Except the Triumph) One day while he was driving his Austin Healey in Iowa he got pulled over because he was driving with out a windshield. The officer told him it was against the law to drive with out the windshield. John Patrick informed him that was not true. He told him, the law states: You can't have an obstructed windshield, but you don't have to have a windshield. The officer got on the radio and then came back to him and said, "Your right, but I want to see your windshield wipers!" John Patrick said, "Ok", because they were still there....he turned them on and of course they went flip/flop/flip/flop. Needless to say the officer let him go.

Kiyoko, John Patrick's wife learned how to drive in an MGB. She lived in Madison, Wisconsin and her father's secretary (a friend of her parents) taught her how to drive. The MGB was the secretary's car. She took Kiyoko out on the country roads to teach her how to drive. Kiyoko was passed by a tractor much to the dismay of her father's secretary. Kiyoko also recalls the challenge of driving the MGB on the steep hills in Madison, Wisconsin. (Trying to move forward at a stop sign without rolling backwards.) She had many fond memories of "that little sports car" and would like to get another one.

John Patrick and Kiyoko passed on their love of British Sports cars to their children too. When their daughter, Annie, was just old enough to start driving; they took out the 1974 Triumph Spitfire on HW 20 down by Waterloo and on their way back to Cedar Falls John Patrick said to Annie, "Don't you think you better slow it down a little." she replied, "Well Dad I'm only doing 55." John Patrick said, "That's the tachometer and it's 5500 RPM, the speedometer's reading 108!" John Patrick went on to say that eventually Annie ended up totaling the 1974 Triumph, she rolled the car. With the car upside down

there was enough room in the ditch for her to crawl out of the car with out serious injury. (Bruised one of her knees.)

Today their daughter Annie is the artist who painted the label they use for the Tenba Ridge wine.

**Don't Miss the Tenba Ridge Winery & Car Show  
Mark your calendars now for September 24<sup>th</sup>,  
2005**

10:00am: The gates opens, come and enjoy *the camaraderie!*

11:00am: Tour the Winery and sample the wine.  
Bring your own picnic lunch.

Show -n- Shine Car Show (Show off your British classic)

1:00pm: Judging starts.

2:00pm: Awards and door prizes. (**All money collected** will be used for the awards and door prizes)

The Tenba Ridge Winery is located outside Blair Wisconsin on Joe Coulee Road. Directions to the Winery and Registration (\$10.00) will appear in the July and August Gazette. Contact Steve & Diane Rindt for more info-

([drindt5953@hotmail.com](mailto:drindt5953@hotmail.com)) or call (715-832-8316)



## History seems to repeating its self:

MG Rover Enthusiasts, a UK Organization of Rover MG owners are planning a major rally on Saturday, April 23rd starting in London and ending at Longbridge in an attempt to change political opinion and get the British Government to intervene in the closure of the Longbridge factory. It is now estimated that in excess of 25,000 workers will be affected by the loss of MG/Rover. "The demise of MG Rover is a national issue. There is over a hundred years of history of car manufacturing at Longbridge and we do not want our indigenous car manufacturing industry to follow the same path as our ship building, coal mining and pottery industries. If this trend continues the "Made in Britain" badge will become a collectors item and you won't see them on any products." A similar demonstration was staged in 1980 when an estimated 300,000 supporters of MG paraded through London to protest the closure of the MG Abingdon factory. As we are aware this protest was not successful and within a matter of two years the factory was not only closed but also demolished just to ensure that it never rose again from the political ashes of the then current government. This same government backed Triumph over MG and the end result was the loss of both marques. It is very doubtful if MG Rover can be saved, the estimated costs for such a miracle keep expanding every day. From a request for a cool 300 million pounds sterling a few weeks ago to an estimated 500 million at the present time, and the figure keeps expanding. The problem is simple, the cars being produced by MG Rover do not appeal to the current motoring public, not even in the UK. The styles are out of date and their use of the MG badge on what can only be described as Family type vehicles has virtually demolished any idea of a modern sports car. The one production sports car that they have is now close to 15 years old and was a product of the BMW days designed back in the late 1980s. BMW estimated that they lost two million US dollars a day when they owned MG Rover hence the sale price to the current owners of \$20 US funds. (Yes, that's twenty dollars.)

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

**John and Sandra Ostmo  
1960 MGA  
Milaca, Mn**

**Gordon and Karen Risch  
1970 MGB Red  
Woodbury, Mn.**

**Neil Brodin  
Litchfield, Mn.**

**June Birthdays:**

**Phyllis Galberth, June Moerke, Donna  
Hirschman, Tim Byboth, Rich Leslie,  
Lorie Jensen, Tim Crain**

**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!

**Dr Ernie, Cont'd**

There are two systems that frequently have reduced voltage on purpose. They are the fuel and temp gauge systems and the ignition feed to the coil.

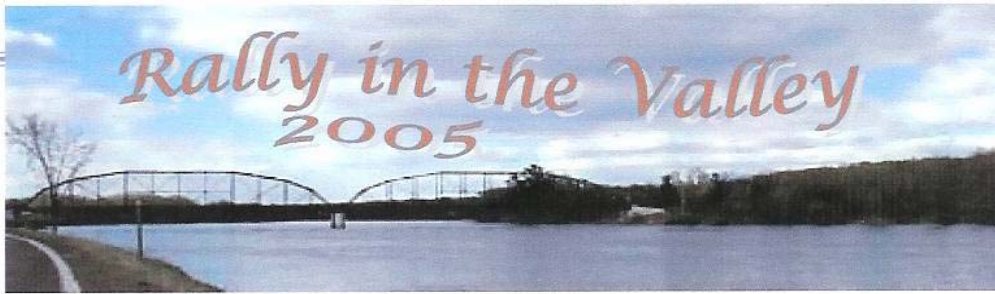
One last system that's different is the turn signals. The early systems are fairly simple (with the exception of some British cars that use an eight terminal relay) and the main faults are related to just bad connections or wrong wattage bulbs. The cheaper turn signal flasher units are very sensitive to load, and if you have the wrong wattage bulbs you can have either a rapid or no blinking situation. On later cars that have hazard warning systems, the system gets more complicated as this circuit overrides the complete turn signal system and blinks all 4 turn lights at once. This system generally uses a separate flasher unit too.

How's that for a simple tech subject? Guess I just violated my "few words" solution.

*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](mailto: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.*

**History Repeats MG/Rover cont'd**

You have to admire the sheer guts of these owners to try and save the name but guts are not enough in today's commercial world, you also need money. Lots of the stuff to maintain a motor production unit also a good network of dealerships and an extensive design team to plan for the future. Today a motor manufacturer can plan to spend between ten million every year on design and you can multiply that when it comes to new tooling, modern robot production, and all the other high tech requirements of the twenty-first century. MG Rover had none of these assets and in consequence could never get back into the mainstream of the international motoring world. The British motoring industry now consists of Morgan who make about a dozen hand made cars a week and have a two years waiting list, and TVR who's production is about 50% of Morgan! The 52 manufacturers who graced the British motor world fifty years ago have all vanished or simply been purchased by the big guys. Certainly a sad day for the old country! Geoff Wheatley, PR New England MG T Register.



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 25<sup>th</sup> 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  \_\_\_\_\_ = \_\_\_\_\_

\$9.00 /children 4-12yrs  \_\_\_\_\_ = \_\_\_\_\_

(Prices includes BOTH days)

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

Grilled Chicken Breast: \$7.75/person  \_\_\_\_\_ = \_\_\_\_\_

Sirloin Steak Sandwich: \$13.25/per person  \_\_\_\_\_ = \_\_\_\_\_

Italian Beef: \$8.75/person  \_\_\_\_\_ = \_\_\_\_\_

Classic Burger: \$7.25/per person  \_\_\_\_\_ = \_\_\_\_\_

Chicken Caesar Salad: \$12.00/per person  \_\_\_\_\_ = \_\_\_\_\_

Taco Salad: \$9.75/per person  \_\_\_\_\_ = \_\_\_\_\_

Saturday "Texas Style" Banquet

\$20.00/adult  \_\_\_\_\_ = \_\_\_\_\_

\$10.00 /children 4-12yrs  \_\_\_\_\_ = \_\_\_\_\_

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

Men's (Size \_\_\_\_\_):  \_\_\_\_\_ = \_\_\_\_\_

Women's (Size \_\_\_\_\_):  \_\_\_\_\_ = \_\_\_\_\_

Registration Fee: \$35.00 per/couple

\_\_\_\_\_ = \_\_\_\_\_

*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.

**PLEASE COME AND JOIN US!**

**For a map to the Square Peg go to [WWW.SQUAREPEGDINER.COM](http://WWW.SQUAREPEGDINER.COM)**

**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](http://www.mgtoronto.com) or contact [econte@rogers.com](mailto: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.

**June 18 - 19, 2005**

**11th Annual Art Of Classic Cars** 2005 Stone Arch Festival of the Arts. In downtown historic Main Street in the Minneapolis River front. Information and registration forms are available in this issue.

**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 atten this event. The Olympia club ([www.MG2005.com](http://www.MG2005.com)) has a great event planned including sailing on the schooner in the Puget Sound, trips to Mt Raniier, rips to the Lamay Car Museum, and much more. The Red Lion Hotel, where the show ill be based, is a lodge-type facility overlooking the beautiful surrounding scenery. More information as it becomes available.

# 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 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. Registration form is available in this issue. Get registered early!
- 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 Oscelola Wisconsin. Car show and shopping
- September 24, 2005**      **Tenba Ridge Winery & Car Show** Blair Wisconsin, Steve & Diane Rindt. Read about this event in the article called Belly of the Dragon.
- 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.



**For Sale:** MG TD 1952 Replica made by British Coach Works. Beautiful yellow MG TD was made in 1985 for the Schweppes Sweepstakes for \$19,500. There are only 6800 miles on it. There is a Chevette 1.6L motor in it and it gets really good gas mileage. No problems with it. There is a new FM/AM Cassette Stereo. It is so much fun to drive. I have all the papers. Asking \$6500. Home phone 651-436-8637. Cell phone 651-428-8637.

*June 2005*

**Quality Coaches, Inc.**

20 West 38<sup>th</sup> St. (38<sup>th</sup> & Nicollet)  
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Ph. 612-824-4155, Fax 612-824-4460 Email:  
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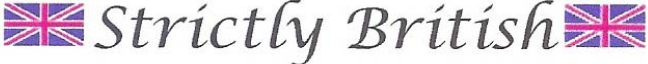
Ph. 651-462-0145 or  
Email: [brian@bmcautos.com](mailto:brian@bmcautos.com)  
Just north of Forest Lake, Minnesota.

**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.

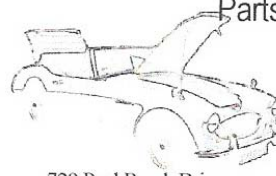
Go to **www.mmgg.org**, and click on the MG  
Girls tab on the left. Then just fill out the form lo-  
cated on the bottom of the MG Girls page. If you  
want additional information about the MG Girls,  
contact Cindy Pennoyer at 763-536-5472.

Steve Rixen is...



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Email: [steve@rixen.com](mailto:steve@rixen.com)  
Cell: 612-877-1938  
Phone: 715-386-2880

729 Paul Burch Drive

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.belongia@pressenter.com](mailto:tom.belongia@pressenter.com). Make checks payable to the MMGG.*

**For Sale:** 1977 MGB Roadster. Red. One owner 32,000 miles. Like new condition and is completely in original shape. Always garaged, never driven in the winter, and no rust. Original boot, toneau cover, and owners manual. Asking \$8700. Must see to appreciate. Call Don at 651 454 4520

May 2005

**For Sale:** 1974 MGBGT. 77,000 miles. Much work done on the body, engine, brakes and exhaust system. Good tires and battery. Runs okay and minimum rust, but needs much more work including finishing and painting. \$1300 or best reasonable offer. Contact Dave Coslett at; 651 738 1421 or [davcos12@comcast.com](mailto:davcos12@comcast.com)

May 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:** 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:** 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** 1980 MGB roadster. Restored. Mild cam, Slight engine bore. 45 side draft Weber, headers, performance ignition, electric radiator fan, electric over drive. Roll bar with wind deflector. rebuilt wire wheels, new tires. Luggage rack, rust proofed. \$8000. Dave Forest City, Ia. 1-641-581-4350

**For Sale**, 1963 MGB roadster. All new body panels where required, Rostyle wheels, new tires, Roll bar with wind screen. 32/36 down draft Weber. Engine redone, luggage rack, new carpet including trunk. Redone Ferio seats, oil cooler, new top. \$7000. I also have a fair number of parts from the building process for sale. Dave 1- 641-581-4350 , Forest City, Ia.

May2005



**For Sale:** 1962 1/2, with serial number 1005. I have had the car for 15 years. The engine was rebuilt about 8000 miles ago. The Lucas is newer. There is a polarity changer for the radio. Two tops standard and tonneau. The engine is not original but is a rebuilt "5 bearing" engine. The front and rear ends have been rebuilt. The car runs great. The paint job is 15+ years old. No rust. The wheels are spokes with knock - offs. Continental tires, with a complete spare and wheel. Quality Coaches history. I'm asking \$7750 for the car. Contact: [mwoolley@excite.com](mailto:mwoolley@excite.com) or at home 651-686-5116.

June 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: \_\_\_\_\_

\_\_\_\_\_

Minnesota MG Group  
238 Glen Circle  
River Falls, Wisconsin 54022

*Safety First!*

**We're on the Web!**  
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