



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.

WINGS AND WHEELS
 SEPTEMBER 10TH
 OSCEOLA, WI

HOSTED BY AL & SHARON KELSEY
 ALONG WITH WENDY SOTT

COFFEE AND SNACKS PROVIDED
 BRING A PICNIC LUNCH

TENBA RIDGE TOUR
 SEPTEMBER 24TH
 BLAIR, WI

HOSTS STEVE & DIANE RINDT

TOUR THE WINERY & SAMPLE
 11:00 AM
 CAR SHOW AT 1:00PM

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

Cross Country in a B!

Earlier this summer, Sharon and I decided to cross this great land of ours in the green B. We wanted to see some old friends and visit the state of Washington so it was off to the NAMGBR Convention in Olympia. The trip was ... shall we say ... interesting? Our first day was spent crossing South Dakota or the "what happened to the scenery?" state.

A few hours after leaving Minnesota, it was getting obvious that this was going to be an endurance "rally" in several respects. With the temperature closing in on 90 and nothing to look at but the lack of anything to look at, I decided to help Sharon stay awake while she was driving. I started with the old favorite, "Ninety-nine bottles of beer on the wall." I had gotten to 76 when a "request" was made to change the tune.

After thinking for a while, I remembered the movie, Shrek II. So I launched into "Are we there yet?" After about a minute and a half, I found that speaking had become rather difficult. I still don't know how she kept both hands on the wheel and got that sock in my mouth at the same time. It was probably one of those Ninja things.

The price of gas in the middle of those western states clearly demonstrates the principles of supply and demand. As you're bumping along, mile after endless mile, you can't help but notice the fair number of oil wells with pumps slowly pulling the black crude from the ground. From this we know that the supply should be excessive. Therefore, one would think that the price per gallon would be low. However, it's actually higher than back home.

Here's where the demand part comes in. I figure they could probably charge double and people would still pay it at the chance to get out of there. Don't tell them that.

At one of these fueling/feeding/"resting" stops, a man was obviously admiring the car. After all, it hadn't gotten the third coat of road grime and bugs yet. He noticed the license from Minnesota (we were now in Wyoming) and started the conversation with, "From Minnesota, eh? So, do like driving your MG?"

I couldn't come up with the right answer for either of these questions except, "No. I'm a real stupid car-jacker who passed up a dozen late model cars with air conditioning just to grab this one. It gets fewer miles per gallon, takes premium gas, and if the top is down, I can catch every June bug right between my eyes. But hey, I can feel every bump in the road. If I didn't like it, would I have driven it this far?" Ooops, don't answer that.

A couple of years ago, when we went to Vancouver, Ken Merrill was asked by one of the locals, "Can you get parts for those in Minnesota?" He said, "Sure, and we're getting indoor plumbing next week." I think it might have something to do with heading west.

I have to admit, the scenery in the mountains was beautiful. At least that's what they told us. "Right over there is Mount Rainier. You can see it if it isn't raining." Let me put it this way, Minnesota has more days over 88° then they have days of sunshine.

When we were coming down the other side of the mountain, we hit an area of several switchbacks and a grade of 6% or more. After going through a couple of turns we saw an interesting sign. It was one of those, "Truck runoff ahead" signs. The interesting part is the little placard underneath said "2 miles ahead." We looked at each other and decided to get through the next two miles as quickly as possible. If a truck needed a runoff, he wouldn't be making all of those switchbacks. He'd be plowing straight down the side of the mountain. As he crossed each section of the road there'd be wild honking, screeching brakes, and dirty underwear just as he launched from the level roadway. It's possible, even with a semi, he might not hit ground again until just before the next patch of asphalt. Then the bouncing effect could get him better hang-time to get to the next set of frantic

drivers. We wanted to see it from the down side.

Don't forget the **MILD** events coming up. Wheels and Wings has always been a favorite.

We'll see you in Osceola,

Alan Kelsey

THE RUBBER B'S

EDITOR'S NOTES

TOM & BARB BELONGIA, EDITORS

Thanks to Ken Welty for his "Part 1" article. He has promised three to four more articles. We're hoping he will become a regular columnist. Please encourage his future works.

September is a busy month with two club events, Wings and Wheels, and Tenba Ridge Winery. Find time in your busy schedules for these great events. Before we know it the driving season will be over for the year.

Congratulations to Diane and Steve Rindt for another successful Rally in the Valley, this one "Texas Style 2006".

This was our first rally as a team. Tom had done a rally before, as navigator, but this was Barb's first rally. Although the rain dampened things slightly the route was interesting, we didn't get lost and we did OK on the rally questions. The morning drive was more intense. Barb was so busy with the rally activities she didn't have time to even take a sip of water. Tom, on the other hand, kept asking what the next turn or landmark was (even though Barb had already told him, at least twice) and found time to fill, light and puff on his pipe throughout the trip. The "by land or water" fire number remains a mystery to us, but we think we found all the windmills on Windmill Lane. Even though we were the 3rd raffle ticket drawn for a "head start" position to get a decorated disc, our extra 5 points didn't propel us into one of the top finishers. But the day was fun, challenging and a great opener to the weekend event.

Photos and more details on the Rally weekend will be in next month's *Gazette*.

Note the revised date on the Fall Color Tour.



Confessions of a British Car Enthusiast

Part 1: Thinking Straight About Being Irrational By Ken Welty

One of my fondest memories from the early seventies was opening up the Chicago Tribune and reading the classified ads for British sports cars. They would inevitably stimulate the imagination with visions of blasting around town in a car that had more character than horsepower. At the time, I was unique among my peers because they were all into the muscle cars of the period. Their hopes and dreams lied in finding an affordable two-door that could be brought to life with a set of headers, glass packs, four-barrel carburetors, and custom wheels, while my passions lied in finding a nice Triumph or MG. For me there was something pure about starting with a car that was designed for both fun and performance in contrast to transform someone's old family sedan into pseudo hot rod. British sports cars simply had more appeal because they came from the factory with lots of eye-candy like multiple carburetors, chrome tipped exhaust pipes, and cool wheels.

My adolescent cravings for a little British sports car resurfaced about ten years ago. The timing seemed ideal because my incubating career had finally reached some semblance of maturity and I was approaching "middle age." More to the point, I thought I could play the mid-life crisis card with my spouse in hopes of purchasing an expensive toy. My only fear was my attempt to exploit an exaggerated mid-life crisis would be trumped by a modest dose of common sense from my wife. After all, I was entertaining a purchase that would throw our cash flow into havoc for years to come and the toy in question, despite its minimal dimensions, would not fit in our garage along side our two Toyotas. To my surprise, my irrational proposal for a frivolous purchase was met with unconditional support and sincere encouragement. The only thing that rivaled my sense of joy in the prospect of purchasing a sports car was the gratification that came with knowing I married the right woman.

Being an academic by profession, I launched my acquisition of a little British car with lots of reading. My education taught me the answers to my questions can be found in books and all I needed to do was gather pearls of wisdom from the pages and blend them together into an informed course of action. It did not take long to discover that there was consensus among the authors on how best to purchase a collector car. Apparently, the first three rules for purchasing a car were condition, condition, and condition. Very simply, one should buy a car that is in the best condition possible even if it means going over one's budget because it is cheaper in the long run. This is a lesson that most British car lovers have to learn the hard way and I am a prime example. The next pieces of popular advice related to joining a club, networking with other British car lovers, learning the lesson that they have learned, and ultimately, purchasing a car with a known history from a fellow enthusiast. This, of course, is going to be another lesson that I will have to learn the hard way.

As chance would have it, a colleague at school had a 1964 Triumph Spitfire MK I that he was willing to part with for about \$3,500. At the time, all my research suggested this price was at least a grand too high. When I asked about the color of the car my colleague simply declared, "There is only one color for a British sports car." I knew this was a test of my worthiness to become the next owner of his precious car. Being an accomplished student of the marque, I understood how to respond and I won his approval with three words; "British racing green."

Further inquiries uncovered the fact that the car in question was in pieces. He explained in great detail how he spared no expense in rebuilding the drive train from stem to stern. His description included things like line boring the engine block, replacing all the pistons, installing new universal joints, and much more. At that moment I knew he broke the first rule of purchasing a British car and he was hoping to recover some of his investment with the sale of the car despite its disassembled state. He went on to disclose that his efforts to have the car repainted resulted in a finish that had a very bad case of acne (a.k.a., fisheyes) caused by contaminants in the paint. None of this sounded very promising given the in-

flated asking price for the car and its current condition. The viability of this little car was further diminished by the silence I encountered when I described it to my loving spouse. However, given the fact that the car in question was just a few miles out of town, I managed to convince her it was worth a “look see.”

Our inspection of the little Spitfire confirmed our worse fears. There was little doubt that my colleague had invested a lot of time and money in the ongoing restoration of the car. The completely rebuilt engine was wrapped in plastic and resting on a pallet under his basement stairway. The balance of the car was in dozens of boxes stacked three layers high in a corner of the basement. The rolling chassis was in a neighbor’s garage. The car was basically a hollow shell that gave off an emptiness that was only surpassed by the look on my wife’s face. It was apparent that my colleague never recovered from the dubious paint job and his enthusiasm for the project was squelched years ago. Our survey of the car ended with an insincere declaration that we needed to “sleep on it.”

Once again, I returned to my library to confirm the fact that it would be indeed foolish to entertain purchasing this car for one more minute – a conclusion that my wife had reached long before we saw the car. Of course, one of my trusted references simply stated a dismantled car should be avoided at all cost. Furthermore, if one insists on buying a car in pieces, it should be considered a parts car and subsequently priced accordingly.

I found myself in an awkward situation given how I had left things with my colleague at the end of our visit. Sure enough, the very next time we crossed paths in the hallway he asked me when I would like to close the deal on his car. He made it sound like it was the deal of the century and I would be a fool to let it slip through my fingers. I did indeed feel like a fool but it was based on letting things get so far out of hand. I must admit the thought of blaming my wife for the rejection of his car crossed my mind in a moment of cowardice. However, I decided to take the high road and told him our funds were a little tight and we were putting the purchase of a car on

hold for a little while. This, of course, proved to be another mistake because he continued to solicit updates regarding our interest in his car until he finally concluded we were “deadbeat tire kickers.”

What is the moral of this story? Very simply, participation in the British car hobby requires two essential elements. First, and foremost, one must have a supportive spouse that likes the little boy within the man and understands his irrational need for big toys. Second, one needs reliable and objective sources of information to keep irrational thoughts in check and to ground the acquisition of a little British sports car in reality. For me, about half came from books and the other half came from my wife’s non-verbal looks that spoke volumes.



Haynes: Everyday toolkit

Translation: AAA Card & mobile phone

20 Questions with Steve & Diane Rindt:

Diane Merrill, while at Rendezvous 2005 at Sugar Lake Lodge



1. **What is your favorite MG?**
Pre 1974 MGB
2. **Why is this car your favorite?**
Because they have chrome bumpers.
3. **How Long have you been a member of the Minnesota MG Group?**
16 to 18 years, at one time we had two MGs so we could take their two children with them when we drove our cars.
4. **What was the most embarrassing moment you've experienced in your MG?**

- Can't think of any.*
5. **What is the one thing you would change on your MG if you could?**
The color, I'd would like bright red.
 6. **When you purchased your present car, was it already restored or did you have to restore it to get it on the road?**
We bought our 1974 MGB in California in 1979 and it didn't need any restoring.
 7. **What is your favorite Car Event and Why?**
Weekend get a ways, because you're partying - you get to know people and you're having a good time.
 8. **What Car Events do you plan to attend this year?**
Not sure
 9. **What other car, not an MG is your ultimate dream car?**
Citroen 2 CV, that's what I want some day.
 - 10.) **What is the proudest moment you've experienced in your MG?**
You know your talking to a biker! I get bored in the MG, I never get to drive it so I've never had a proud moment in the MG.
 - 11.) **Tell me about the worst break down you've had with your MG?**
Kenny and I have never had one in our car but when they went to Vancouver someone in the group had a break down, Kenny and Randy Byboth had to change a fuel or water pump while we were somewhere in Canada. It took hours.
 - 12.) **What is the furthest distance you've driven you MG?**
Vancouver
 - 13.) **Do - or have you ever Auto Crossed your car and why or why not?**
No. Kenny has with other people's cars but not with our car.
 - 14.) **Do you own more than one MG or British Sports Car? If so, list them, if not would you like to own more than one?**
Nope, I'd would rather have another motorcycle.
 - 15.) **Are you a member of any other Sports Car Clubs?**
Not car clubs, but motorcycle clubs.

- 16.) **Do you like to do Rally's?**
I'd love the ride to the Events but doesn't like doing the Rally's.
- 17.) **Between you and your spouse, who is the best navigator during a Rally?**
It would be Kenny.
- 18. **If you could trade your car with any of the other cars in the Club, who would you trade with?**
Larry Nimmerfroh (Austin Healey)
- 19. **What is your favorite season to drive / ride in your MG and Why?**
Fall because it's nice and cool.
- 20. **If you could drive your MG in any Country in the world, what Country would it be?**
I think England or Italy.



Haynes: Retain tiny spring...

Translation: PINGGGG
"Oh ****, where the hell did that go?"

Haynes: Refitting is the reverse sequence to removal.

Translation: Yeah, right. But you swear in different places.

To the members of the Minnesota MG Group.

My name is Bruce Wyckoff, and I am running for Chairman of the North American MGB Register. By virtue of the club's status as a chapter in NAMGBR, your club has a vote in deciding the next chairman of the Register.

I'm a firm believer in supporting the clubs, both national and local clubs alike. Going to a meeting of your local club provides fellowship and enthusiasm that enhances the ownership of your MG or other British automobile.

On the national scene, a strong national club provides services like insurance for local club events, a first class magazine, recommendations for shops that service British cars and seed money for clubs wanting to sponsor a national event.

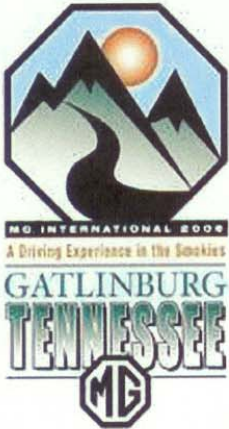
Clubs are managed by members that volunteer their time and efforts to see that the overall membership has a positive MG / British car experience. I want to take that same enthusiasm and direct it toward the management of NAMGBR.

As the Chairman of the North American MGB Register I will actively work with Alan Kelsey, and the leadership of **Minnesota MG Group** to ensure that the membership of both clubs grow and benefit in the years to come.

Please vote for Bruce Wyckoff as the next Chairman of the North American MGB Register

Thank you

Bruce C. Wyckoff
Phone: 269 751 2625
Email: mghelp@mindspring.com



MG INTERNATIONAL 2006

A Driving Experience in the Smokies

GATLINBURG, TN - June 21-25, 2006

Welcome!

Plans are well underway for MG 2006, the next All-Register MG gathering in North America. This event is being held from Wednesday through Sunday, 21-25 June 2006, will be based in beautiful Gatlinburg, Tennessee and is being hosted by The North American Council of MG Registers. The Council is a Not-for-Profit Corporation comprised of the North American MMM Register (NAMMMR), New England MGT Register (NEMGTR), North American MGA Register (NAMGAR), North American MGB Register (NAMGBR) and the American MGC Register (AMGCR).

In addition, several local Eastern Tennessee MG Clubs will be assisting the Council with local driving events.

Gatlinburg is located in the Great Smoky Mountains National Park; the most visited National Park in the United States. This location was picked because of its centralized location of a majority of the MG owners in the United States, as well as for its ability to have the hotels located within walking distance of each other, similar to the layout we had for MG '96 in Indianapolis. The fact that the roads in the area are some of the best MG-friendly roads in North America is a plus!

Gatlinburg is also only a few miles away from such attractions as Pigeon Forge (and its numerous tourist attractions, restaurants, and shopping) as well as the many driving opportunities in the area such as the Blue Ridge Parkway and the Tail of the Dragon.

There will be something for everyone at MG 2006. I'm sure that you will NOT want to miss this one!

Click [here](#) for a list of Featured Speakers, Presenters, and Guests

Vendors should contact George Merryweather on 972-422-9593 or gmerryweather@verizon.net.

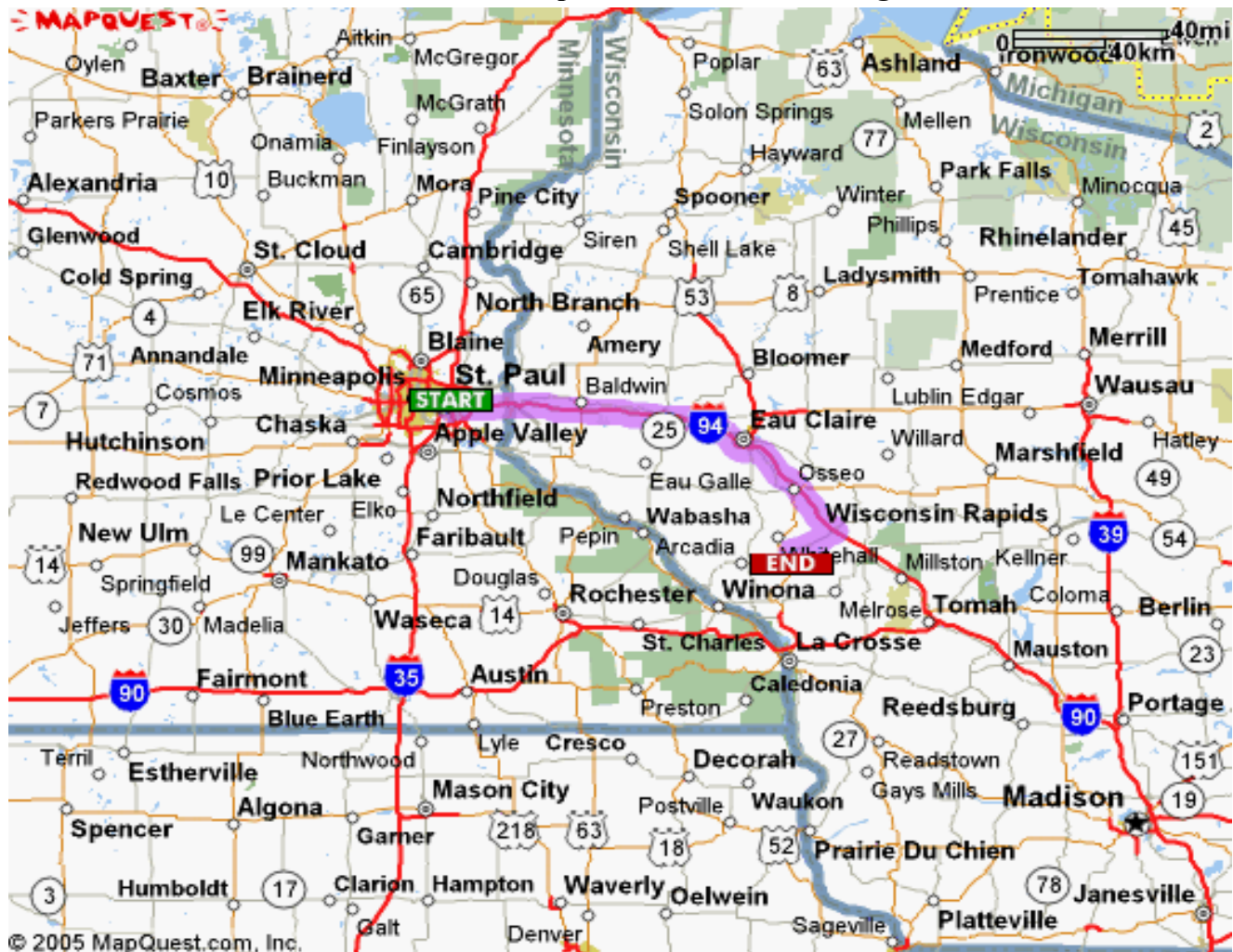
I urge you all to save the date and make this a vacation that is sure to please the whole family! You will have a "Smokin' Good Time!"

Check back often as we will be updating the site regularly as well as mailing you more detailed information about June 1st, 2006.

Hank Rippert, MG2006 Chair

On the Lawn at Tenba Ridge A Show for Classic and Sports Cars

Pack a picnic lunch and bring your family, friends and favorite car to the Tenba Ridge Winery, not only for the car show, but to sample some great wines and enjoy the view from the veranda of the Winery. The Tenba Ridge Winery is nestled in the rugged hills of Trempealeau County just south of Blair, a part of Wisconsin unchanged by the glaciers of the last ice age. The winery is located in the family home and the wines are carefully fermented in small batches reminiscent of the small family wineries of Europe. **Friendly people, great cars, and fine wines.....three of life's little pleasures all in one setting.**



GENERAL DIRECTIONS FROM THE TWIN CITIES AREA

I-94 E (120.9 miles)

Take the WI-95 exit- EXIT 105- toward HIXTON/ALMA CENTER (0.10 miles)

Turn RIGHT onto WI-95 W (0.5 miles)

Turn LEFT onto WI-95/W MAIN ST. Continue to follow WI-95 (13.1 miles)

Turn LEFT onto W BROADWAY ST/CR-S (0.7 miles)

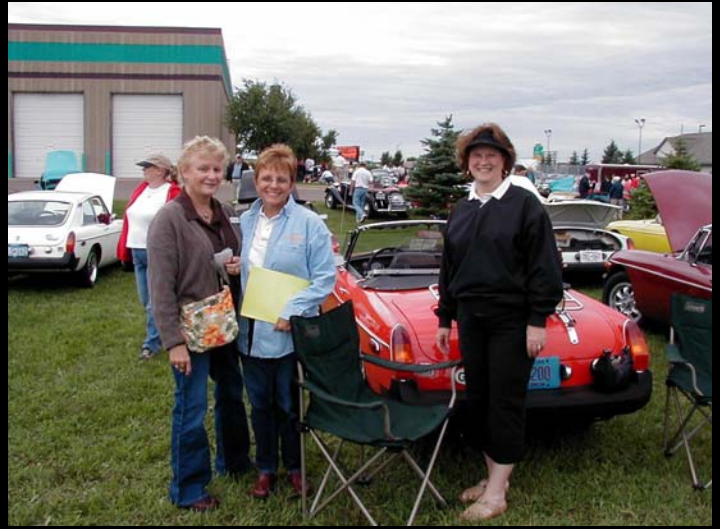
Stop, Turn RIGHT onto Tappen Drive /CR-S (3.50 miles)

Turn LEFT onto Joe Coulee Road (1.0 miles)

Turn RIGHT onto sign "Winery" "Tenba Fiber Arts" follow gravel driveway.

10:00 am: The gate opens. **11:00 am:** Tour the Winery & sample the wine. Bring your own picnic lunch
Show –n- Shine Car Show. 1:00 pm: Judging starts **2:00 pm:** Awards and door prizes. **(All money collected will be used for the awards and door prizes)**

ELLINGSON'S THE PLACE TO BE



Everyone can use any of our tech tips, but please don't change the wording. By doing so you can change the whole meaning of the article. Correcting spelling and grammar is acceptable.

Ernie & Rhea

Tech Tip: by Doctor Ernie Subject: Chapter 2, Tech Tip on Oils

Everybody knows that oils come in different thicknesses "weights". This weight designation is printed on every oil container. Some 50 years ago things were considerably more simple, I.E. 10, 20, and 30 weights.

To graphically try to describe these ratings take a plain sheet of paper and fold it top to bottom in half. Now without rotating or unfolding the paper fold it one more time top to bottom. Now if my instructions were simple enough, when you unfold the paper you should have three horizontal creases separating four equal areas on the paper. Now mark the top section with 40, the next one down 30, then 20, and finally the bottom section with a 10. A simplified description of how oil weights are determined starts by taking an exact volume of oil, then this volume of oil is allowed to drain out of the container through a standardized orifice. The amount of time required to drain this quantity of oil through this measured orifice is what determines that oil's weight. For the purpose of keeping this understandable we'll just use round figures of 100 seconds. Now using the piece of paper that you folded mark 300 seconds on the first crease from the top, 200 seconds on the center crease, and 100 seconds on the bottom crease. Now, if the oil all drains through the orifice in 100 seconds or less it would be called 10-weight. If it takes between 100 and 200 seconds it would be 20-weight. Between 200 and 300 seconds, 30 weight. And on up the scale through 40 and 50 weights. But as you can see, there is a considerable variation in each weight range. For instance Brand X oil could drain out in 295 seconds, and Brand Y oil could drain out in 205 seconds. So it's obvious there is a considerable difference in thickness, yet both would be called 30-weight. By the way, an oil weight followed by a W, I.E. 30W, means it's more suitable for colder weather, and it would probably have a drain down number towards the lower end of the 30

weight range. Conversely a racing 30-weight oil would probably be towards the top of the range.

Let's go back to that 50 years ago period. About that time multi-weight oils started to become more common and accepted. A common multi-weight oil of that time was 10W30. That oil was basically just a very stable 20-weight oil that with proper refining and special additives could reach both the 10 weight and 30 weight specifications. But these new types of oils weren't totally accepted by everyone back then. And I believe rightfully so. Early 10W30 oils probably did a poor job doing what 10-weight was supposed to do, and a poor job doing what you'd expect a 30 weight to do also. This could actually be observed by just watching the oil pressure gauge. And worse yet, this broadening of the weight range was accomplished at a sacrifice to the actual lubricating quality of the oil. But time marched on, and multi weight oils have improved tremendously, as well as the lubricating and cleaning qualities. In fact some oils now span 5 weight ranges (10W50), but I suspect they barely reach the 10 and 50 weight ranges.

So, what does all this information mean to you? Actually two things. First, if you're asking about your newer car with variable valve timing and computer controlled everything, follow the book. Most likely it will suggest 5W30, but some very high performance cars may even insist on a full synthetic 10W30.

If you're asking, what oil to use for your older classic or muscle car I'd suggest using 10W40 or even 20W50 during full blown summer conditions. (Note: some model Ford products never recommended 10W40. (Sorry I don't know the reason for that.) With these heavier oils, allow extra time for oil warm up before getting very aggressive with the loud pedal to avoid exploded oil filters, twisted off oil pump drives, or any number of other unpleasant engine problems.

P.S. Oil generally takes twice as long to reach normal operating temperatures as the coolant does, and may never reach normal in winter if the car is equipped with a non-thermostated oil cooler.

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.

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. After breakfast we linger in the parking lot to "show off" our cars.

PLEASE COME AND JOIN US!

For a map to the Square Peg go to WWW.SQUAREPEGDINER.COM

On Going
Sunday Afternoons Until
Further notice

Kip's Pub This is a real Irish pub, with a Irish built bar, dance floor, patio, happy hour, and (drum roll) "old Specked Hen" as well as Fish 'n Chips. They will have plastic cups so we can go out into the parking lot. They have a wonderful patio, and are very interested in helping our club out in any way that they can. Located at I-169 and I-394, on the northwest frontage road.

On Going
Every Friday Night

North St Paul Car Show Downtown North St Paul, starting at 5:30 pm. Come park and walk the streets. Eat, Drink and be merry!

On Going
Every 2nd Friday Night

Cars Under The Stars On Locust Street. All marque car show in downtown Hudson, WI. Located on Locust Street just off Main Street. Now thru October, every 2nd Friday of the month. Starting at 6 p.m. sharp. Goes till 9 p.m. There is an open café with refreshing drinks and confections for you that have a sweet tooth on Locust Street too.

September 10, 2005

Wings and Wheels A definite fun time in Osceola, Wisconsin. Car and Air show, with lots of shopping available.

September 24, 2005

Tenba Ridge Winery & Car Show Blair, WI. Hosted by Steve & Diane Rindt. Pack a picnic lunch and join other club members at wine tasting and a car show in the hills of Trempealeau County. More information on page 9.

October 8, 2005

Fall Color Tour Hosted by Barb and Tom Belongia. **NOTE NEW DATE!** Enjoy autumn colors and the crisp air of fall in the St Croix Valley followed by the second annual "fish & chips" party at the Belongia's. Trip route is still in the planning stages.

October 15, 2005

Austin-Healey Fall Colour Tour Hosted by Curt Carlson. More details next month

November ? 2005

Annual Planning Meeting

January ? 2006

MMGG Annual Holiday Party Tartan Park

June 21-25, 2006

MG2006 by North American Council of MG Register. Gatlinburg, TN. We hear Dick Wallrich is planning a trip to this once every 5 year event. Dick hints that there are side trips and overnights in the making. Hotel reservations are filling fast. Get your reservations in NOW.

Quality Coaches, Inc.

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www.eauclairebritishcar.com
 Victoria British/Moss Motors
 Authorized Parts Distributor
 Steve Rindt
 4271 North Shore Drive, Eau Claire, WI 54703

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

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 located 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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Parts, Service & Consultation

On Web: www.rixen.com/sb
 Email: steve@rixen.com
 Cell: 612-877-1938
 Phone: 715-386-2880

729 Paul Burch Drive

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BMC British Auto

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 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.

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.

**WELCOME !!!
NEW MEMBERS**

**Tom Christiansen
Lutsen, MN
1959MGA**

**Ron & Julie Danielson
Andover, MN
1979 MGB 1960 MGA**

And a correction from last month

**Ken & Tammie Vallet-Sandre
Apple Valley, MN**

**HAPPY
SEPTEMBER BIRTHDAYS !**

**1 ANN KLEIN
5 KEN MERRILL
7 ANNETTE FISHER
7 BARB BELONGIA
8 DAN SHIDLA
9 TOM BELONGIA
10 DAVID RANIERSON
16 ELENA PIERCE
19 MARIRUTH BYBOTH**

Coming or Going at Ellingson's



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

The MMGG *Gazette* welcomes all articles, features and letters. Please submit all as Microsoft Word documents. All articles, features and letters will be subject to editing but all efforts will be made not to change the meaning of the submitted document.

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: 1980 Triumph TR7. 31+K actual miles. 3yr old top. Original bill of sale and both manuals. Silver pin striping, and listed as custom interior. Air conditioning. Garaged every winter. Named "Trevor". \$5000 firm. Contact Tom at 715-386-5927 or tom_mary_redner@sbcglobal.net.

August 2005



For Sale: 1975 MGB Anniversary Edition. Fresh restoration in Carmine Red. New top, tonneau, and complete interior. Wire wheels, overdrive. Strong engine. Asking \$10,000. Call Jennifer at 651-436-6155 or Contact Lew Palmer

lpalmer@roundaboutmanor.com

August 2005

For Sale: 1980 Limited Edition MGB. 45,000 miles. Excellent body and mechanically sound. Asking \$7,800. Contact Sharon Whitney or Dan Ferraro at 715-426-7383

September 2005

For Sale: Overdrive transmission from a 1972 MGB. Complete engine and transmission from a 1978 MGB. Many miscellaneous parts, radiators, etc make an offer. Call Wayne Reed at 507-401-1096

July 2005

For Sale: 1967 MGBGT, 58,000 miles, new brakes, tires, water pump and new seat covers. Body in very good condition, old english white with wire wheels and all the spare parts one needs. Asking \$3900.

For Sale: parting out a 1962 Austin Healey Sprite, many parts available including doors, fenders, side curtains, 948 engines, and much more.

Call Jack Bacon

Home phone: 763-479-6214

Cell phone: 763-222-9163

September 2005

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 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

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