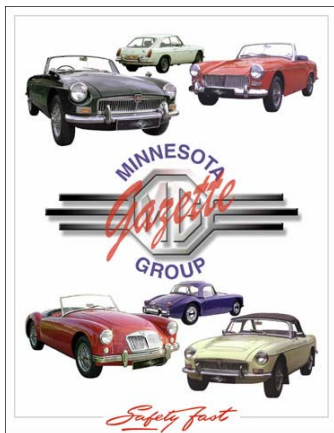




GAZETTE

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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.

**FALL COLOR TOUR
&
2ND ANNUAL
MMGG FISH 'N CHIPS
DINNER**

SATURDAY OCTOBER 8TH

**ENJOY THE BREATHTAKING VIEWS OF
THE ST. CROIX VALLEY
SAMPLE APPLES AND WINE, ENJOY A
REFRESHING ICE CREAM BREAK AND
CHECK OUT THE BARGAINS IN
HISTORIC RED WING**

**STARTING POINT — I-94 & MN 95
PARK 'N RIDE LOT AT 1:30 P.M.
DINNER ABOUT 6 P.M. AT BELONGIA'S
SEE PAGE 4 FOR MORE DETAILS**

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



A Time For Big Decisions

Sharon and I are firming up the plans for our annual meeting. We have reserved the "All Purpose Room" at the Apple Valley Community Center for the morning of Saturday, November 5. This is the same place we met last year. Since there are no elections to be held at this meeting, it seems we should be able to start at 9:00 and be done with the business before 11:00. If members want to hang around and visit for a while, that will be fine. There are a number of restaurants in the area so we could probably find a place to eat lunch together, if that's what people want.

There are a few decisions to be made. As always, we need to set the calendar for next year's events. We also need to discuss the concept of using an event to generate revenue for the club. This topic has people's opinions on several sides. Therefore, I'd ask you think about your ideas: Should we have events that are designed to make money for the club? If so, how do we set the amounts? What might some of the consequences be, like the amount of planning required?

As I began thinking about the decisions we need to make, I realized that autumn is a time for big decisions. For example, is it too late to start spring

cleaning? Many of us get out winter clothes and remember when herringbone suits made of double knit polyester with wide lapels were in style. That fashion could come back this year so let's just hang it in the closet one more time. As we pack away the summer items, we decide (one more time) to lose that extra weight before the next time we could put on a swimsuit. Never mind it's now 5 pounds more than last year at this time.

Autumn is a time to look forward to falling leaves. Do we rake them this weekend? There are still plenty on the trees in our neighbor's yard. Of course, if we wait just one more week, we could be out there, getting them off the lawn with the snow blower.

Remember, when you're tired of looking at all those leaves in your yard, get up off the couch and do something about it. Close the curtains. That crisp, coolness in the air we so enjoyed as children is ex-

actly the right temperature to induce muscle spasms in "mature" adults.

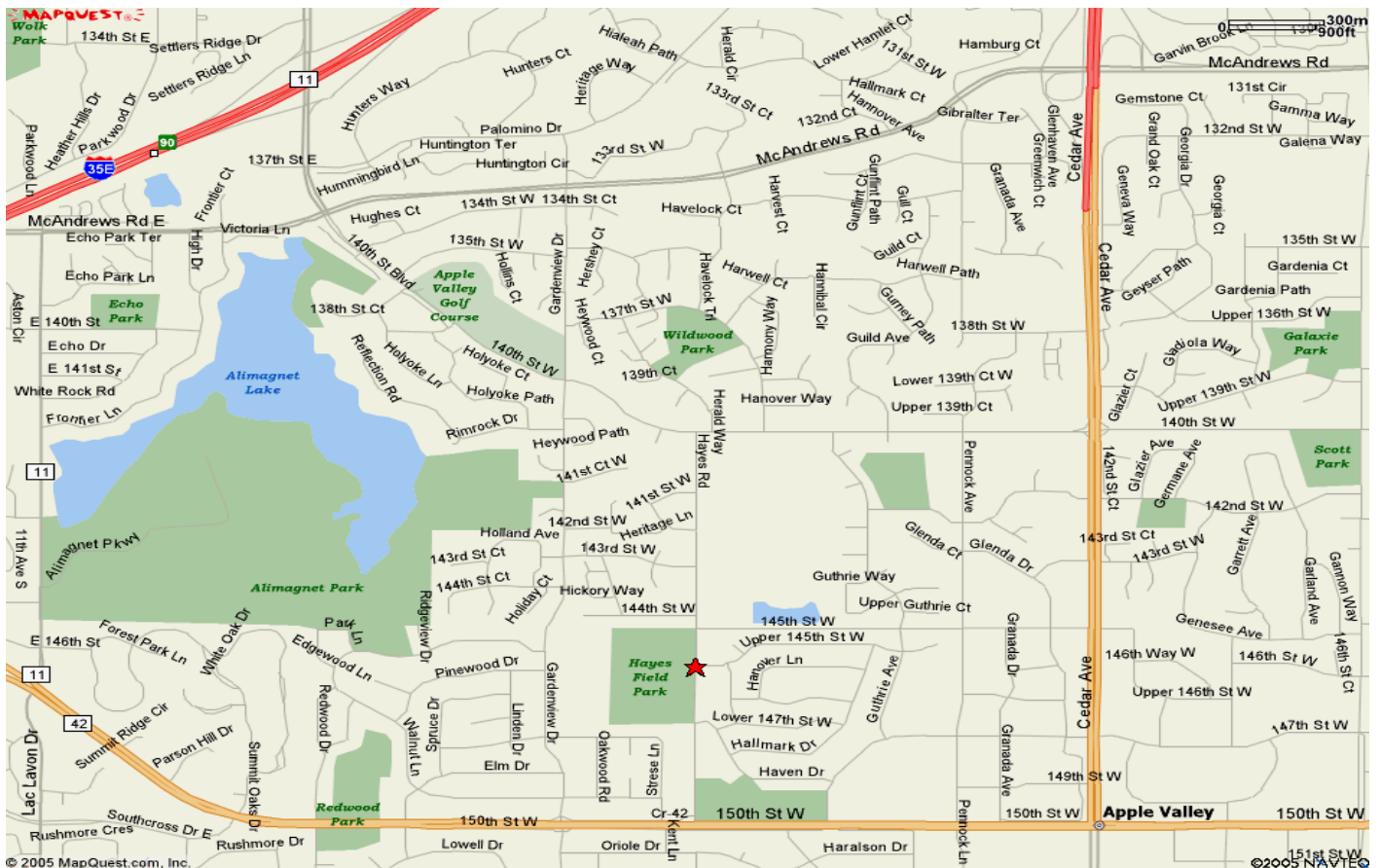
Children go off to school. If they're old enough, maybe we can grab that bedroom for a den or hobby room. Unfortunately, children are like the falling leaves. Just when you think you're done, you look out the window only to see they're back.

As you're out in the garage, putting some things away and getting other tools out, take a tip from me. Work hard to finally remember where you put that garden spade. That's the place you can lose the snow shovel.

Autumn is a great time of the year. It's too late to worry any more about the condition of the lawn or the paint on the house and it's too early to worry about cars starting and shoveling snow. Enjoy it!

Alan Kelsey

Here's a map to get you to our annual meeting.



THE RUBBER B'S

EDITOR'S NOTES
TOM & BARB BELONGIA, EDITORS

This was a great issue to put together as we had lots of contributions from club members. There is a recap of Rally in the Valley Texas Style by Steve and Diane Rindt. Ken Welty's "Confessions" — Part 2 is included. (Sounds sultry doesn't it?) Another 20 Questions by Diane Rindt — this time with June Moerke. And a reprint of a story featuring Mark Brandow and his MGA from *Classic Motorsports*. And last, but not least, Al Kelsey's *Oil on the Dip Stick* column — notice the new photo? Thanks for all the contributions. As the end of the driving season nears, give some thought to those stories just waiting to be told. As you're waiting for the weather to warm, put those stories down on paper and send them in.

More Fall Color Tour Information

We're looking forward to hosting the Fall Color Tour, along with Dan Ferraro and Sharon Whitney, on Saturday, October 8th.

We'll start the drive at from the Park 'n Ride lot at I-94 and MN 95 — northeast corner of the intersection. Take the last exit in Minnesota before crossing into Wisconsin — or first exit in Minnesota after crossing from Wisconsin. We plan to leave the Park 'n Ride lot at 1:30 p.m. We'll go north along with St. Croix River, wind back to the western edge of Stillwater for a stop at Aamodt's Orchard and Winery. More "winding" and then an ice cream break in Afton. On to Red Wing and some shopping at The Pottery. We'll cross the Mississippi and then check out the fall colors at the Kinnickinnic State Park where the Kinnickinnic River meets the St. Croix. Final stop — our house — for our 2nd Annual Fish 'n Chips dinner. (Same old garage — but new MG. I think it is true — MGs do multiply.)

If you are unable to join us for the afternoon, please join us for dinner and the "natter" afterwards. We plan to be at our place by 6 p.m. No curfew is set. (There will a nominal charge for dinner to help defray the cost of the food and refreshments.) Call or email for additional information. See you on the 8th. 715-425-0189 or tom.belong@pressenter.com

Confessions of a British Car Enthusiast



By Ken Welty

Part 2: Car Shopping with the Hormonally Challenged

My last confession recounted an embarrassing flirtation with purchasing an over-priced basket case of a Triumph Spitfire that had more discrete parts than a thousand-piece jigsaw puzzle. The moral of that story was to tap external sources of rational thought to keep from making an ill-informed purchase. More specifically, I managed to elude certain disaster by reading books about British car ownership and monitoring my wife's non-verbal communication. I wish I could report that this incident cured me of impaired judgment but that would be a lie. The following anecdote transforms the status of my mental health from acute ignorance to chronic stupidity.

Our next adventure was inspired by an ad in the "Old Car Trader" magazine. It was for another Triumph Spitfire but this one was from the mid-seventies. The ad declared the car to be in excellent condition and the asking price was \$4,500. In comparison to our last prospect, this car sounded like a much better value because it was more than ten years newer and



it came fully assembled. A telephone call to the seller rendered verbose testimony about the car's "like new" condition, the intrinsic quality of all that is British, and the abundance of prospective buyers that were all poised to purchase the car at any given moment.

After reviewing our dismal finances and crowded work schedules, a second phone call was made to arrange an inspection of the car. My confidence in the seller and my wife's goodwill began to falter halfway through the conversation. First, we were pressured to take immediate and decisive action in light of the mounting inquiries about the car. Next, we encountered resistance to accept a cashier's check if we chose to purchase the car. From the seller's perspective, it was "...far too easy to produce counterfeit checks with today's home computers." The option of calling our bank to validate the authenticity of the proposed cashier's check did not alleviate his paranoia. To make a long story short, he insisted on a cash transaction.

The reason why the seller had "hundreds" of inquiries but not one buyer was becoming increasingly clear. Very simply, the guy was not firing on all cylinders and should have been avoided at all cost. More importantly, there was the issue of maintaining my wife's goodwill in the midst of this frivolous endeavor. Common sense could kick in at any moment and my quest for underpowered, top down driving could come to an abrupt halt. Unfortunately, my desire to blast through four gears before reaching 30 miles an hour was inhibiting my ability to reason. It was like being 16 again and my subconscious thought this was the only car of its kind left on the planet. Consequently, we packed up the children and headed for Joliet in hopes of acquiring a "like new" Triumph Spitfire.

We began to experience our own feelings of paranoia as we followed the seller's directions to his humble abode. During our last phone conversation he said his house was "just a few blocks off the interstate." To the naive this all sounds very convenient. However, for a couple of old Chicagoans, this fact alone should have been enough to terminate the trip before it started. However, I was blinded by visions of sit-

ting just a few inches off the ground with an elbow resting on the driver's door and one hand on the steering wheel. The thought of stirring the gears with the other hand while watching the tachometer needle bounce with every shift took president over ill-conceived trips into distant and dubious neighborhoods.

My wife, along with the other members of her gender, understands this dramatic drop in male IQ. Very simply, testosterone makes men stupid regardless of their level of education. For example, a flirtatious look from a pretty woman can render most intelligent men senseless and inhibit their ability to speak in full sentences. Thoughts of tooling around in a British car can have same effect. This can be attributed to a visceral need to exercise control over one's environment with technology (e.g., TV remote controls, power tools, British sports cars). Of course, another viable explanation is men think they will get more looks from pretty women if they drive a cute convertible. When you think about it, it is really a miracle married men own British cars given their spouses' insights into the male psyche.

Our worst fears were confirmed before we got off the interstate. A look to our right disclosed a modest neighborhood made up of several dozen little houses in disrepair that were surrounded by abandoned industrial buildings from days gone by. The non-verb from my wife spoke volumes and the message was clear. Without uttering a sound she simply said, "I hope you are not planning to get off the highway even though this is our exit." Given the fearless state of my adolescent mind at the time, I proceeded down the off ramp in search of my dream car.

After a few misdirected turns, I managed to find the address of our paranoid seller and my soon to be "like new" Triumph. We were greeted by a five-foot high chain link fence that surrounded the property, a gate that blocked the driveway, and a prominent sign that read, "Beware of Dog." Fortunately, the seller emerged from his 900 square foot estate and granted us passage to the garage at the back of his urban lot. The so called "like new" Spitfire was resting on a dirt floor in the corner of the garage and it had not been washed in a year. The red paint showed hints

of gray oxidation, the top suffered from UV damage, and one tire was as flat as a pancake.

The photograph in the ad must have been taken two decades earlier when the car was still in its prime. With my IQ returning to normal I began to inspect the wheel wells for evidence of rust. My fingers went through the dirt holding the car together and bits of the floor fell to the ground. The only thing I could feel for certain was the back of wet carpeting. As I inspected the balance of car the owner spouted off about how he was willing to throw in two replacement sill panels if I bought the car.

Once again, my wife did not need to say a word. Her face said it all. "We are leaving NOW!" Needless to say, we were back on the road within a few minutes after rejecting numerous pleas from the seller that went something like, "Just make me an offer." Once again, I managed to find an over-priced parts car at the expense of my wife's goodwill. It is a good thing I married a good woman.

One would never know I have three college degrees. However, this particular case study provides compelling evidence that middle-age men are susceptible to diminished cognitive capacity given certain stimuli. More specifically, the prospect of purchasing a British sports car can induce adolescent fantasies that impair judgment. To elude responsibility for this breach of intellect, I am compelled to take a page from the book of the fairer sex and blame hormones.



"RALLY IN THE VALLEY 2005" TEXAS STYLE RE-CAP FOR THOSE WHO MISSED IT

The event kicked off on a warm Thursday afternoon at Paradise Shores with guests registering at 3:00pm. Later that night we enjoyed Natter- n - Noggin around a camp fire. The camp fire was on the lake side of Paradise Shores. That evening there was no wind to make the smoke travel and no mosquitoes biting. We indulged in a few adult beverages while fellow car enthusiast exchanged stories and tails of their British car adventures. A good time was had by all!



Friday morning started out with many guests enjoyed their buffet breakfast at Paradise Shores while some enjoyed the continental breakfast. We had a drivers meeting at 9:15am and at 9:30am the cars were sent out on the "Double Back Rally". Midway through the rally, lunch was served at East Bay Restaurant and Dam Bar. Here people enjoyed a wonderful lunch and were given raffle tickets. The tickets were to determine the order in which people would then depart for the second leg of the rally. The second half of the rally didn't have any questions to answer, instead the focus was to find a medallion that Steve and I had strategically placed on the double back portion of the rally. There were ten medallions, nine - five point medallions and one - ten

point medallion. As numbers were drawn, people ran out to their cars to be first on the road. The rally concluded at the Ice Age Trail and Visitors Center



which is an interesting place to visit, with many large exhibits of the local wild life and history on the area. There were four tie breaking questions while you were at the Visitors Center. At the front counter there were 4 boxes in which you stuck your hand in and with out seeing what was in the box you were to determine it's contains. The winners were 3rd place Ken & Judy Welty, 2nd place Steve & Karen Nichols and 1st place Annette & Glenn Fisher. Glenn and Annette got the ten point medallion which put them at first place. After looking through the participant's scores it was determined any one could have won first place if they had found the ten point medallion. (Unannounced to the participants this ten point medallion was placed where everyone had passed it on the first leg of the rally.) Friday's weather was wet and some what cool but all the participants took it in stride, no one complained and everyone had a good time.

Friday night's pool side party was a great success. Some folks enjoyed the hot tub and swimming while others just sat around and talked at pool side. Door prizes were given out. It was also Tom and Barb Belongia's 33rd wedding anniversary so we enjoyed cake with our beer and wine! Thanks to all of those who provided cake and the adult beverages for the party.

Saturday started out with the optional pontoon ride or shopping. Since we didn't do the shopping we can't comment on that. However we did

hear several guests say they thought it was wonderful to hit the local antique and craft shops in the area. As for the pontoon ride, Steve and his good friend Steve Nichols took the helm of the pontoon - taking guests out on several short trips on Lake Holcombe.

Commencing at 1:00pm was the "Wax on Wax off" car show where we saw the participants of Rally display their fine automobiles. A good selection of cars were present this year ranging from a 1952 MGTD right up until this years Mini Cooper. There was even an MGC-GT as well as several MGA's, Midgets and MGB's. This year we broke the cars down by years rather than putting specific models in categories. The first category was 1945-1964 and the winners were: 3rd place Stan & Jane Bonesen (1964 356 Porsche coupe) 2nd place John Wackman & Mary Zimpelman (1952 MG TD) and 1st place Dale Schmidt & Kristi Mirocha (1954 MG TF)

The second category was 1965-1974 and the winners were: 3rd place Al & Sharon Kelsey (1970 MGB) 2nd place Deb & Rich Leslie (1971 Mini) and 1st place Paul & Lana Houle (1973 Midget).

The third category was 1975-2005 and the winners were: 3rd place Steve & Karen Nichols (1977 MGB) 2nd place Keith & Vonda Pryor (1977 Midget) and 1st place Terry & Arlie Nydeen (1977 MGB)



Following the car show we engaged in the annual Rally in the Valley Funkanna, which most of you know is really nothing more than ridiculous games throwing car parts. This year's event included the "Brake Disc toss", "Low Carb Ring toss" (which turned out to be a more difficult game than we anticipated because of the odd shape of the

SU carburetor) and the “Water Balloon Execution.” The “Water Balloon Execution” may or may not have been a success, as some people were afraid to hit their spouse with a water balloon. Probably afraid of the repercussions that evening back at the hotel room! But when it was all said and done the true competitors emerged as champions. And bringing home the Bronze was Glenn & Annette Fisher, taking home the Silver was Jim & Joyce Smith and taking home the Gold was Rich & Deb Leslie.

Along with the other activities there was a Sharp Dressed Men and Women contest. The idea of the contest was to determine which head went with which body. The winners for the Sharp Dressed Men were: 3rd place Tom Billigmeir, 2nd place Tom Belongia and 1st place Jim Pennoyer. And for the women the winners were: 3rd place Karen Lashbrook, 2nd Place Barb Belongia and 1st place Cindy Pennoyer.

Saturday night we had a wonderful Texas Style Banquet in the Dining area and following the meal it was time for the Awards Ceremony.



Billy Gibbons and Dusty Hill (ZZ Top) did the awards ceremony (a.k.a. Steve and Diane Rindt). See photos for details.

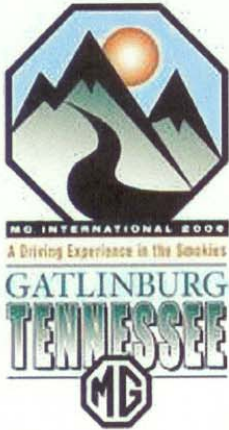
We would like to thank everyone who helped us with Rally this year, Glenn & Annette Fisher, Steve & Karen Nichols, Jon Masley & Haidi Hanson. And for those of you who took pictures, Jon Masley, Jim & Cindy Pennoyer and Rich & Deb Leslie.

So inclosing I'd like to say, “Rally in the Valley 2005 – Texas Style” is officially in the can and

off to the museum of British Car Event archives. Next years dates are already set, August 24th, 25th and 26th. A half of dozen or so have already made their reservations for 2006 before they departed from 2005. Hope to see you all again next year!

Steve & Diane Rindt





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

Curtsey of WWW.MG2006



Racing for Fun: Mark Brandow's MGA

Minnesota racer pal Mark Brandow runs The Carriage Works of Mound, Minn., a sports and classic car shop, and has been addicted to MGs for as long as he can remember.

He started racing in his beloved old TC that he still runs from time to time and he added a faithful gray MGA to his stable some 20 years ago. But his approach is quite a bit different—and, in some ways, purer—than the guys who race every other weekend and are always on the hunt for that last little fraction of a second.

"I do about three events every year, and I do it for fun," Mark explains. "I do one up at Brainerd, one at Elkhart Lake and I try to do a new one every year. Someplace I've never been before."

That approach has taken Mark to Watkins Glen, Monterey, Mosport and many other great tracks, and he enjoys the adventure of it. "I like seeing my friends and meeting new ones, learning new tracks, seeing new parts of the world and socializing with MG people and fellow racers." His car is prepared accordingly. "I work on other people's cars all day long, so the last thing I want on a race weekend is to be under the car or trying to scrounge up parts. This is my time to get away from all that."

Mark bought this particular MGA as an engineless hulk back in the '80s and restored and race prepared it himself. "I welded in a roll bar, did a little suspension work and breathed on the engine, but I didn't want anything too fussy or radical and always kept the option open of turning it back into a street car if I wanted to."

Mark's been racing the car and having great fun with it—with stunning reliability—ever since. Along the way he's added a somewhat hotter engine from famous MGA racer and multiple SCCA national champ Kent Prather, but the car is still anything but razor-edged or temperamental.

That said, Mark is really fast in the car, and consistently runs at or near the front of the MGA bunch. I found the car more difficult to drive than some of the others in this test, but that's simply because it's closer to honest stock and not nearly so lowered, stiffened and snubbed-down as the rest.

I don't mean for this to sound insulting, but compared to Dave Headley's tricked-to-the-max MGB (following

page), Mark's car felt like a U-Haul full of bowling balls. You'd bend it into a corner and feel all the weight shifting and settling to the outside in painful but deliberate slow motion, and that's just the difference between what all Production-class race cars felt like back in the old days and what a bunch of entirely too clever engineers have turned them into through the years.

Mark's car was by far the most original and period-authentic in the bunch, and that was both its charm and its handicap. And it's pretty amazing what Mark can do with it as a driver. He ran among the top five MGAs all weekend, and I'm pained to admit



I was further off his best times than I was in any other car in the test. There's a message in there about fondness, comfort levels and familiarity, and knowing just how to stroke and tickle the old girl to keep her smiling.



Mark Brandow has kept his MGA simple for reliability's sake. He welded in a cage and made minor changes to the suspension and engine, but it's one of the more period-authentic cars in the field. Despite the relatively low level of prep, Mark ran among the top five MGAs during the Mitty weekend.



David S. Wallens photos

...MG vs. Triumph

Courtesy of "CLASSIC MOTORSPORTS", November 2005, Issue 117

20 Questions with Steve & Diane Rindt:

June Moerke, while at Rendezvous 2005@ Sugar Lake Lodge



1. **What is your favorite MG?**
1960 MGA
2. **Why is this car your favorite?**
Because it was my first car and it was so cool.
3. **How Long have you been a member of the Minnesota MG Group?**
My husband Tom and I have been members for 5 years.
4. **What was the most embarrassing moment you've experienced in your MG?**
When I ran out of gas.
5. **What is the one thing you would change on your MG if you could?**
I would like an older MG, I have a 1978 MGB right now. It would be fun to have a 1960 MGA again.
6. **When you purchased your present car, was it already restored or did you have to restore it to get it on the road?**
I bought a 1978 MGB that was in perfect condition, it didn't need any work.
7. **What is your favorite Car Event and Why?**
I have so much fun at many of the events but

the first time we went to "Original" Blast from the Past Car Show in Chetek, Wisconsin we really had a fun time.

8. **What Car Events do you plan to attend this year?**
Blast from the Past, also the North St. Paul Car Show a couple of times and some of the local Rally's. They go to almost every event they can, they really enjoy the camaraderie.
9. **What other car, not an MG is your ultimate dream car?**
A new Porsche, the most expensive!!
- 10.) **What is the proudest moment you've experienced in your MG?**
When I had no trouble in my (MGA) getting up the hills in Duluth in the winter time and all the other cars on the road did.
- 11.) **Tell me about the worst break down you've had with your MG?**
In the winter time the MGA automatic choke wouldn't work, so she would get out of the car and jump up and down on the bumper to shake the car.
12.) **What is the furthest distance you've driven you MG?**
Tom has driven from Duluth to Florida and from Duluth to California. The longest trip I have gone on is probably coming here to Rendezvous. (Grand Rapids, Minnesota)
- 13.) **Do - or have you ever Auto Crossed your car and why or why not?**
No, but Tom has.
- 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?**
1972 MG Midget and 1978 MGB.
- 15.) **Are you a member of any other Sports Car Clubs?**
Yes, the Austin Healey Club.
- 16.) **Do you like to do Rally's?**
No, but Tom does.
- 17.) **Between you and your spouse, who is the best navigator during a Rally?**
I am no kind of Navigator!
18. **If you could trade your car with any of the other cars in the Club, who would you trade with?**

Continued from page 11

I could pick a few TD MG's

19. What is your favorite season to drive / ride in your MG and Why?

Summer, because it is nice and warm.

20. If you could drive your MG in any Country in the world, what Country would it be?

Canada or Africa.

Pictures from Wheel & Wings 2005 Osceola, WI

WELCOME !!! NEW MEMBERS

Jim & Kathy Thompson
Lake Mills, IA
1972 MGB

Diane Vinar
Coon Rapids, MN
1970 MGB

Jon & Nancy Larsen
Minneapolis, MN
1975 MGB

HAPPY OCTOBER BIRTHDAYS !

14 Lorna Bosworth
15 Jim Smith
23 Mark Brandow



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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...

 *Strictly British* 



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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.

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 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.

October 8, 2005

Fall Color Tour Hosted by Barb & Tom Belongia. Together with Dan Ferrao & Sharon Whitney. 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.

October 15, 2005

Austin-Healey Fall Color Tour Hosted by Curt Carlson.

November 5, 2005

Annual Planning Meeting Hosted by Al and Sharon Kelsey, will be held in the All Purpose Room at the Apple Valley Community Center. The meeting begins promptly at 9am.

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.

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: 1958 MGA 1500 Roadster. Body off restoration completed in 1990. Many other updates too numerous to mention. Additional pictures available. Asking \$18,500. Contact; Jack Schneider at 651-552-1780, home or 651-578-3633, work. Email address: mgaguy@pconline.com.
October 2005

Winter Storage Large, heated and secure storage building for collector cars in the West Metro. Fees are: \$525 for heated and \$425 for non heated. Contact Dwight Post, at 952-475-9021
October 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: 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: 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: 1952 MGTD, Black over green interior, runs good. Asking \$15,000.

For Sale: 1954 MGTF, Brown over tan, Restored and runs good. Asking \$18,000.

For Sale: 1969 MGB, White with black interior. New Brakes, tires, and leather seat kit three years ago. Low mileage, and rust free. Asking \$12,000.

For Sale: 1967 Austin Healey Sprite, Red with black interior. California car, runs good. Asking \$5,000. Or best offer.

For Sale: 1969 MGB, Black with wire wheels, good driver, was a Doctor's car. Asking \$ 3,500.

Call Mark Brandow at: 612-824-4155
October 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!
www.mmgg.org