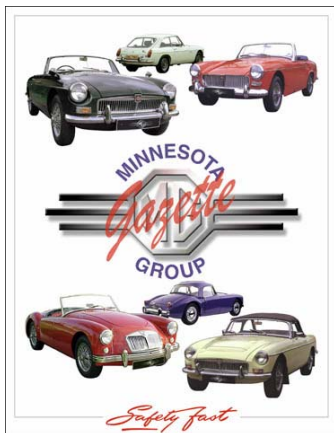




# GAZETTE

**Inside this issue:**

President's Comments	2
Editor Comments	3
In Memory of Sandy Rixen	4
MG Girls	4
MMGG Holiday Party	5
Brit Central	6
Dr Ernie Tech Tip	8
MMGG Club Census	9
MG Rubber Bumpers	10
This and That	12
MMGG Events Calendar	13
Kind of Classified Ads	15



*The Gazette is the official publication of the Minnesota MG Group. It is published monthly except for January. Deadline for contributions is the 15th of the month prior to publication. Submissions should be sent to the editor.*

## MMGG CLUB OFFICERS FOR 2007-2008

**PRESIDENT  
DICK WALLRICH**

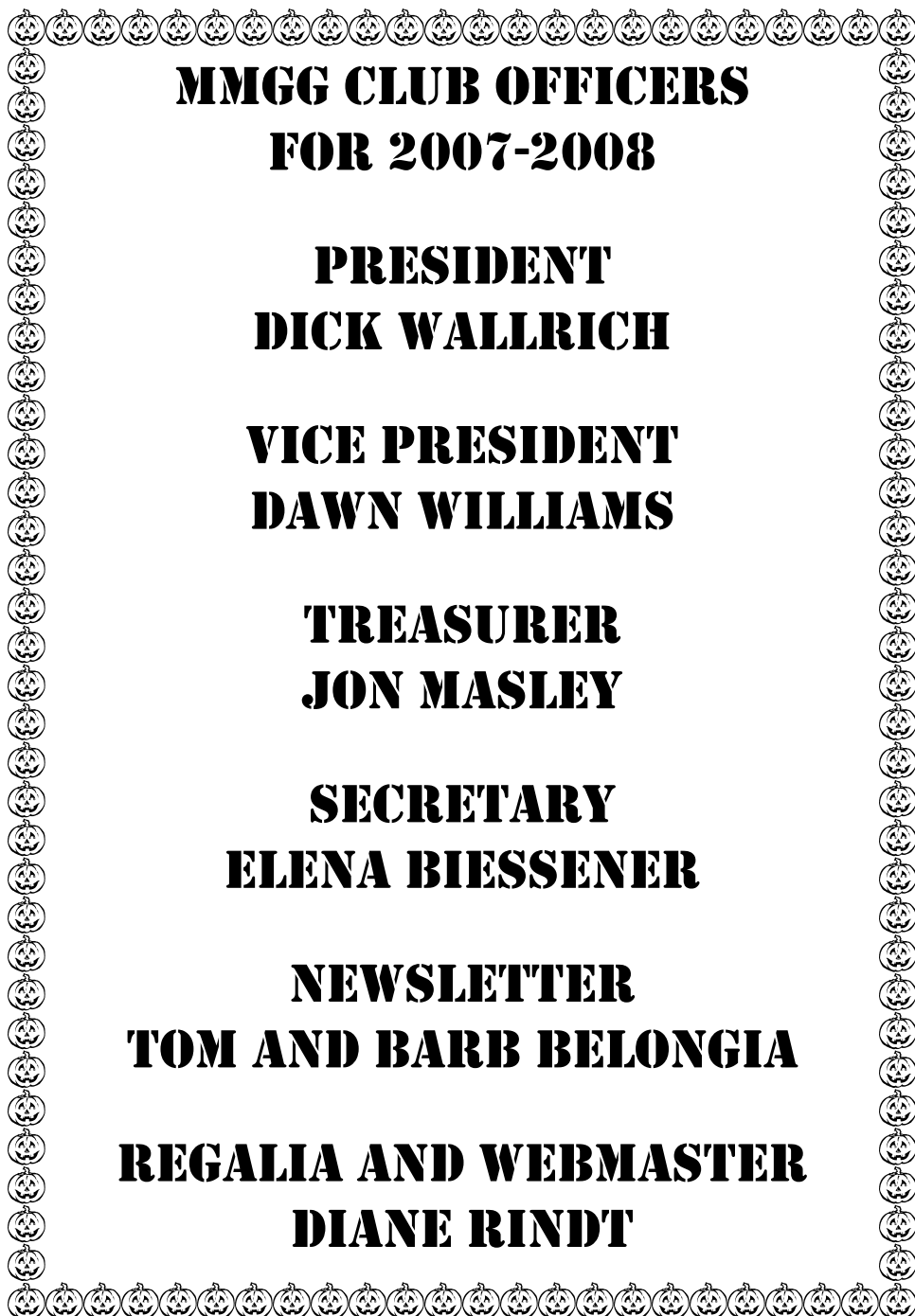
**VICE PRESIDENT  
DAWN WILLIAMS**

**TREASURER  
JON MASLEY**

**SECRETARY  
ELENA BIESSENER**

**NEWSLETTER  
TOM AND BARB BELONGIA**

**REGALIA AND WEBMASTER  
DIANE RINDT**



The Minnesota MG Group was founded in 1987 and is dedicated to the preservation and enjoyment of the MG Marquee. Correspondence can be addressed to:

**Minnesota MG Group**  
**15942 Harmony Way Ct.**  
**Apple Valley, MN. 55124.**

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

#### 2006 Club Officers

##### President

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

##### Vice President

Elena Biessener  
 10793D Falling Water Lane  
 Woodbury, MN 55129  
 651-337-0681  
 embiessener@mmm.com

##### Treasurer

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

##### Secretary

Phyllis Galberth  
 19390 Judicial Road  
 Lakeville, MN. 55044  
 952-898-6914  
 kgalberth@visi.com

##### Intermarque Rep

Keith Galberth  
 19390 Judicial Road  
 Lakeville, MN. 55044  
 952-898-6914  
 kgalberth@visi.com

##### Newsletter

Tom Belongia  
 238 Glen Circle  
 River Falls, WI. 54022  
 715-425-0189  
 tom.belong@presenter.com

##### Newsletter

Barb Belongia  
 238 Glen Circle  
 River Falls WI. 54022  
 715-425-0189  
 barb.belong@presenter.com

##### Membership Roster

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

##### Webmaster

Diane Rindt  
 4271 North Shore Drive  
 Eau Claire, WI. 54703  
 715-832-8316  
 drindt5953@hotmail.com

##### New Member Coordinator

Bill McReaken  
 10905 27th Avenue South  
 Burnsville, MN 55387  
 952-890-0102  
 mgb1969@msn.com

##### Regalia

Diane Rindt  
 715-832-8316  
 srindt8316@charter.net  
 Dawn Williams  
 612-363-5990  
 williamsd@puc-mn.org

##### Past President

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

## The Oil on the Dipstick

By MMGG President Alan Kelsey



### Where We Put Engines

More than a few mechanics have told me where I should put my 1800cc and we all know there are engines in cars, planes, tractors, but have you ever stopped to think how engines got there? For example, when the first submarines were built, they needed some power so they shoved a couple of big diesels in there and went out for a Saturday cruise. Everything was going real well until the "captain" said, "Okay Barney, let's see what that lever does, the one marked "Dive."

It wasn't long and they learned about getting water into diesel cylinders. Naturally, as they went deeper, it left the cylinders and came out on the floor. This taught them two very important lessons: They needed some way to seal off the exhaust and three life jackets aren't enough to keep that much iron afloat.

I remember my first look at mowing the lawn. This was back in the mid-fifties. Our yard cascaded from the house, down to the lake. All-in-all, it was probably a good fifty foot change in altitude. As for the mower, my brother had the expressed pleasure of using a reel type that had a small gas engine strapped to it, just above those sharp blades. This contraption had two speeds, Stop and Let's Get Some Exercise. Now, it went fairly well on more or less level ground, but you would really pick up some speed

going downhill. I'd watch as my brother would hang on to the handle for dear life. Even though he'd be about horizontal from the handle bar, feet touching the ground every three to four yards or so, he still believed he could make some sort of controlled turn at the bottom of the hill. Please don't forget, there were no "automatic shut-offs" on these things. If you lost control, you'd have fun fishing it out of the lake or coming up with a really good explanation for the new path through mother's rose garden. I think that's where he learned about air flow dynamics. By wrenching his body into an arc and getting one wheel off the ground, he could spin that mower around and start back up the hill. Of course, even the dog had enough sense to get to the neighbor's yard.

Coming up the hill was another matter. The wheels were old and pretty hard by this time. Think of using a self-propelled mower on a 9% grade in the rain and covered with what the geese leave behind.

I've seen engines on washing machines, bathtubs, brass beds and some things I couldn't quite identify. It seems that someone should have come up with a motorized set of 55 gallon drums by now. They could fill them with oil and go on MG drives. Then we wouldn't have to stop to add the oil. Just like planes getting refueled in mid-flight, the "Drum-mobile" would pull up in front, run a hose into the crankcase and fill-er-up! I haven't quite figured out what to do about popping the hood at 55 miles per hour, but I don't think it would be a problem very long.

Well, this is the last "Oil On The Dipstick." It's been quite a time these past four years. I want to thank all of the officers who have helped in so many ways. I can't think of how anyone could have been more supportive to me as we went along. A special word of gratitude goes to Elena. Not only did she help me to sort out a few things from time to time, but she was always able to do it with a smile and a laugh. Thanks to all of you in the club for who you are. One member summed it up pretty well the other day. This year, as is the case most years, a group sped off in cars that are not the most comfortable, may not have cruise control and certainly don't have air conditioning. They endured high temperatures, both outside and in the engines for about two weeks together. There aren't many sets of associations we have where we could do something like this and remain

good friends.

To all my good friends, thank you!

Alan Kelsey

## THE RUBBER B'S

EDITOR'S NOTES

TOM & BARB BELONGIA, EDITORS

It's time for racking leaves and getting ready for the next season — WINTER and the non-driving season. There's no snow on the ground, so although we may need to bundle up a little more there are still many perfect days for MG driving before the non-driving season.

We were busy answering the door for our Halloween visitors (not too busy with that but the three that did knock received a generous candy gift on this holiday) and were delayed with this issue. So we were able to report on the 2006 annual meeting. The 2007 officers are shown on the cover. Congratulations to all — and a BIG THANKS to the outgoing officers, especially the now Past-President, Al Kelsey, for his leadership these past 4 years.

Check out the calendar for three December events. More information will follow next month. That's right — next month. We decided to produce the 11th issue as the December issue in 2006 (in lieu of January as produced in the past). To produce a January issue, we're editing and publishing over the Christmas holidays. We decided it's easier for us and printer to work over the Thanksgiving holiday, so you will receive a December 2006 issue. The first 2007 issue will be published February 1st.

We were saddened to learn of the death of Sandy Rixen. Our prayers and sympathies to Steve and his family. Thanks to Curt Carlson for the information and photo of Sandy and Steven on page 4.

It's not too early to sign up for the 2006 Holiday Party, January 13th at Tartan Park. Send you reservation payment to Cathy LeClair by January 1st and don't forget your donations for the auction to Diane Vinar. And start looking for all those RED MMGG bucks for this year's auction of "everything necessary and unique" MG.





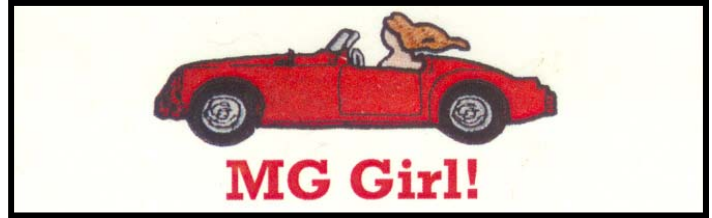
In Memory of  
**Sandy Rixen**

Sandy passed away Tuesday, October 31st in Hudson. She had battled Breast Cancer and won about 5 years ago. Early last year the cancer returned to her lymph system. Steve and Sandy launched an all-out focused battle against the disease. It seemed she had the upper hand and then the disease would change tactics. They struggled together against the disease and celebrated their joy in the birth of their first Granddaughter, Elena. Finally, all treatment options had been exhausted.

A private memorial will be held for the immediate family members. Steve is planning a "Ladies Tea" in Sandy's honor that will be held in the spring once Sandy's beloved wildflowers are in bloom.

Cards and memorials may be sent to Steve Rixen and Family, 729 Paul Burch Drive, Hudson, WI 54016

**Our sympathy and prayers to Steve and his family at this difficult time.**



MG Girl Regalia is available from Diane Rindt. Please contact her if you are interested in any of the following items or for special orders. Perhaps for some of those on your Christmas list!

MG Girl periwinkle Tank Tops  
(most sizes)

MG Girl white Tank Tops  
(most sizes)

MG Girl Patches

MG Girl yellow Tank Top  
(XL)



MMGG Club Regalia

Perfect for your MMGG spouse or perhaps Santa will put in your stocking.

Grill Badges

Can Coolers

MMGG Patches

Ladies Polo Shirt

Ladies Tank Tops

Men's Sweat Shirts

Men's Polo Shirts

Men's Tank Tops

Men's Tee Shirts

Hats

Special Orders also Accepted

Choose from the original MMGG logo

Or the new MG Minnesota logo (above)

Available from Diane Rindt.



**Reminder: Minnesota MG Group Annual Holiday Party  
January 13, 2007-Plan to Attend Now!**

It's that time of year again. The MGs have gone into hibernation and the arctic winds are blowing down from the Tundra. But don't despair there is one last spark of MG activity left, namely the MMGG holiday party!

The party will be held at 3M's Tartan Park clubhouse in Lake Elmo, Minnesota. We will be having a buffet dinner with dessert and choice of beverage. The evening starts at 6 PM with a social hour (cash bar). Dinner starts at 7 PM.

The cost will be the same as last year, \$25 per person. Please send your checks, **to arrive no later than January 1, 2007**, made out to **MMGG**, to:

**Cathy LeClair  
1409 Honeysuckle Lane  
Hastings MN 55003**

Don't forget to bring your MG Bucks to bid on fabulous, (and some not so fabulous), merchandise.

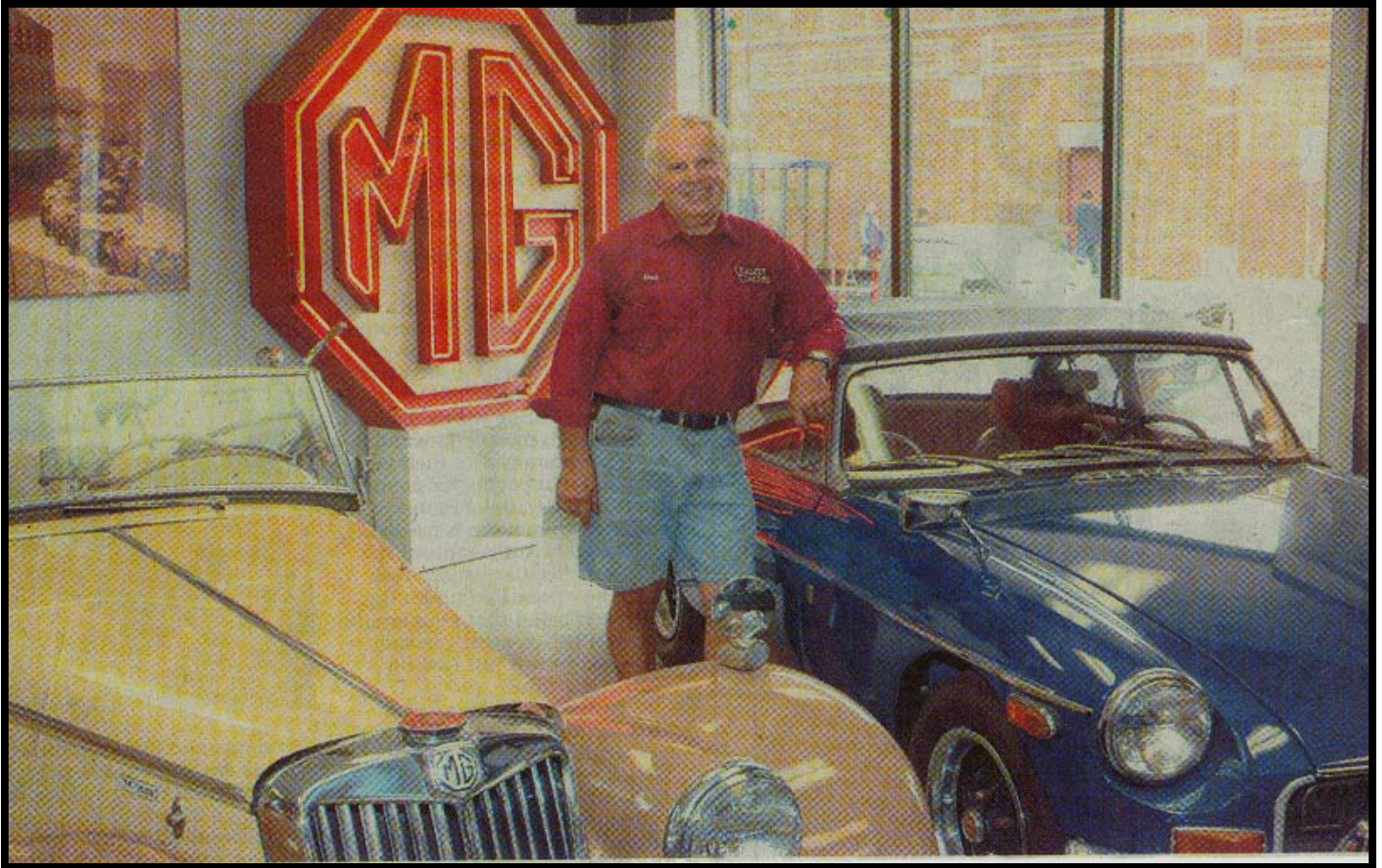
**Note Auction Items:** If you have something to donate to the auction/door prizes, please call Diane Vinar 763 438 6199 or send them to 5237 Douglas Drive, Crystal MN 55429.

Name: \_\_\_\_\_ Ad-

dress: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Total Amount Sent (\$25.00 per person)-made out to MMGG: \$ \_\_\_\_\_



## Brit Central

### British Cars get their due at Quality Coaches

By Kris Palmer, Minneapolis freelance writer, Star Tribune

If you have a British car in the Twin Cities area, you probably know Mark Brandow. His garage, Quality Coaches, is British car central — one of the few remaining shops in the country where you can still see cars by MG, Triumph, Lotus, Austin Healey and Jensen spread before you as though it were 1970.

Brandow has always loved cars and vehicles, since his high school “shop” days when he built a go-kart and minibike. His first car was a ‘55 Chevy Nomad hot rod. It was a lot faster than a go-kart and in his youthful exuberance, he wrecked it. He didn’t have the money to replace it, so on a lark, he joined the Peace Corps. He was sent to Malaysia and it was there that the whole British car thing got going.

British cars were prevalent in Malaysia and Brandow liked their style. He scouted the countryside and

found a derelict MG TC left there by a British serviceman. Brandow’s job in Malaysia was to teach shop to junior high students. He struck a deal with the headmaster. He could use the TC as a learning project for the students, all of them working to restore it in the school’s facilities. If the car was done when Brandow’s Peace Corps tour ended, he could take it with him. Otherwise the school would keep it. Brandow stayed an extra year, finished the car and shipped it to Los Angeles.

Back in the U.S., Brandow went with his brother to California to reclaim his MG TC. They picked it up and drove it up highway 101, through Tahoe and across the desert. The trip was a blast and it sold Brandow on the notion that these cars could be made dependable for a lot of fun miles.

Brandow then went to the University of Minnesota, along with his TC, which he kept in a garage on the West Bank. After college, with no mechanical training other than his Peace Corps stint, and no business background, Brandow decided to start his own garage. His first base of operations was his father's driveway. Eventually the landlord told him to clear out. Brandow moved to 45th and France, and a few years later to 26th and Lyndale. There he fixed British and other cars for ten years, before moving to his present location at 38th and Nicollet.

"It's the relationships and personalities, surrounding the cars, that makes it all worthwhile. People don't buy British cars because they're better than modern ones; they buy them to be part of something not available today — a simple elegance, a link to the past, a machine whose mechanical nature is there to see and hear rather than hidden behind computer controls and power assist and sound dampening materials. People own these classic British cars for the experiences and relationships these cars foster."

A recent story sums up the fun of running a shop like this. A young woman fell in love with a Triumph Spitfire and bought it when she was 15. Her father drove it home, where the car was partially disassembled for improvements. It stayed off the road for 14 years, until the young woman's mother decided to fix it for her daughter's college graduation. She got the car to Quality and they went through it, getting all systems functioning again. The daughter's smile after driving that car — for the first time — made the job worth it for everyone.

British cars remain Brandow's passion. He still has his Malaysian TC, revamped as a vintage race car. He has an MGA race car too, along with an MGB GT that he's building up for the Carrera Panamericana — the race across Mexico. One of his favorites is his 1960 MG YA sedan, which a friend imported from England in the late 1970s. With its rack and pinion steering and independent front suspension, it introduced enhancements that MG would incorporate in its sports car line. He also recently

bought a late-model, mid-engine MGF off eBay from a German seller. MG's Chinese owner, Nanjing, has hinted that it may release the MGF to the U.S. market.

Brandow's shop is like the old-style dealerships. He stocks enough parts, old and new, to keep the old stuff running and always has a few things for sale on the floor, along with lots of memorabilia from 30 years of vintage car racing. He fixes the Brits, plus all other makes and models. Brandow says he feels lucky to make a living doing what he loves to do.



### Why do we have fewer illegals here in the North? Minnesota Border Patrol



Reprinted Courtesy of the Minneapolis Star Tribune

**Tech Tip: by Doctor Ernie**

## Flat Rate

One of the most feared things of any business transaction is “The Bottom Line”. In fact, many times this “Bottom Line” number is the deciding factors above all other considerations.

As far as car repairs go, a supposed protection of all persons concerned is the use of a flat rate book figure. These figures translated through an hourly rate number give you a so-called fixed cost. These rates are based on a set of perimeters that are described at the front of the flat rate book. These perimeters generally cover an ideal situation of an average car, in an average condition, of an average age, done by a skilled and trained mechanic, with an average set of tools, with a full set of manuals, that has performed these particular repairs many times before, etc, etc.

As you can imagine these perimeters have disappeared on most of our collector cars that are 30, 40, or even 50 years of age. Another error is the lumping together of similar cars and models. A case in point is the lumping together of all Triumph TR2 through TR6 clutch jobs as being the same. When in fact the TR6 job may take twice as long because of a more complicated design.

It's not too hard to understand that a Chevy line mechanic that puts on Chevy water pumps all day long might get pretty good at it. He will know exactly what tools he will need with just one trip to the tool box and will, of course, have that special tool to meet “The Flat Rate”.

If you were building a new home, you'd get estimates from contractors based on an exact blue print of materials and design. But bar the door if mid-stream you make changes. Then the price negotiating starts all over.

The same holds true if anything out of the norm happens during an automotive repair. In fact in forcing a mechanic to meet the flat rate on an old car,

you're just inviting a questionable outcome. By taking the time to do the job at an efficient rate using penetrating oil, heat, and sometimes two mechanics, the end result can be being much more satisfactory. Also it will allow time to do additional repairs at the same time rather than pay for another trip to come back to that extra thing a week later.

It's just natural to want to know what the bottom line will be. But some flexibility should be allowed, especially on older vehicles, and my suggestion would be to not even open a “Flat Rate Book”. Three things should be present for a happy outcome: trust in your mechanic, respect and honesty to the customer, and reasonable communication before, during, and after the repair.

### ***MMGG Annual Meeting Report***

The 2006 Annual Meeting of the Minnesota MG Group was held November 4th. The agenda included the election of officers for 2007-2008. The new officers are shown on the *Gazette* cover.

Jon Masley's Treasurer's report shows \$10,426 as an ending balance. Diane Rindt's Webmaster and Regalia report listed regalia available for immediate purchase (these items are shown on page 4).

Reports on the national groups and Inter-Marque club were also presented with their key events for 2007.

And the Calendar of Events for 2007 was started. Traditional events such as the Valentine Tea, Holiday Party and Tech Sessions were planned. New events were added and “suggestions” for small group events or later additions were left open for volunteer hosts and planning. The *Gazette* MMGG Calendar of Events and Other MG Events will be updated next month.

A committee consisting of Keith Galberth, Dick Wallrich and Dan Shidla will plan the Tech Sessions for 2007. Please contact them with any suggestions.

Another committee, being organized by Alan Kelsey, will review the club selling advertising to members and non-members. Contact Alan if you are interested in working on this committee. Results will be reported at the Holiday Party.



**MINNESOTA MG  
GROUP  
2006 CENSUS**



**Please take the time to complete this census form to update the  
MMGG membership records.**

**The response of every MMGG member is important!**

**Name(s)** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip Code** \_\_\_\_\_

**Phone Numbers — Home** \_\_\_\_\_ **Work** \_\_\_\_\_

**Mobile** \_\_\_\_\_ **Birthday(s)** \_\_\_\_\_

**Email address — Home** \_\_\_\_\_

**Work** \_\_\_\_\_

**MG or other British car(s) owned — Include Make, Model & Year—**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Yes, I want to receive MMGG news and the *Gazette* via email**



Please copy this census form and return it to  
Jon Masley, MMGG Membership Update  
3947 Barley Ridge Draw  
Woodbury, MN 55125  
**RETURN NOW!**



# Repairing the MGB Rubber Bumpers

By John "The MG Doc" Mangles, Owner – All British Car Repair

As a professional restorer, I've been asked many times how to repair / refinish the rubber bumpers of the MGB. After years of use, many bumpers have nicks and scratches as well as a weathered look due to sun bleaching. In this article, I'll try to explain how to properly refresh their appearance.

As with any kind of repairs, proper safety equipment is a must. For this job I'll use a dust mask, ear & eye protection for grinding / sanding, a charcoal respirator for painting, and rubber gloves for the chemicals. Be sure to read and follow the directions on all the products. Some can be hazardous to your health!

The tools needed will be a grinder, a sanding block or DA sander, a small auto body filler spreader, a blow gun (for compressed air), and a heat gun.



**Before repairs. Notice the dull, crazed finish. Home restorers should remove bumpers first**

Supplies needed will be plenty of clean water; plenty of clean lint-free rags; a Scotch Brite™ pad; cleaning detergent; wax and grease remover; 80, 180, 220, 320 and 400 grit sandpaper; masking tape; a flexible bumper repair kit; and flexible bumper paint – not to mention plenty of elbow grease.

With this particular repair, I used a paint spray gun for the refinishing; however, the flexible bumper paint

comes in an aerosol can if you don't happen to have spray equipment. For ease of working, you might want to remove the bumper. I started with the bumper on the car then removed it for final sanding,

cleaning, and painting.

Start by first removing all lights, bumper stickers, and the MG emblem, then clean the bumper with a good quality wax and grease remover. I used DuPont's Prep-Sol™ #3919S following the directions on the can. Next, wash the bumper with a cleanser such as Fantastic or 409 and the Scotch Brite pad – scrubbing it to within an inch of its life – then rinse it with plenty of clean water. Now you are ready to make the repairs.

Start by sanding the bumper (every bit of it) with the 80-grit sandpaper to remove any and all of the paint from the surface. I used a DA type air sander; but it can be done by hand, it just takes longer. Clean all sanding dust from surface then wash and dry using clean, lint-free towels.

Some dents and deformations can usually be removed using a paint stripping heat gun. To do this, play the heat on the inside (if possible) and outside of the area until it softens a bit. Be careful not to heat too much or you'll have more repairs to do. As the area softens, pull or push the area into place, using your fingers (careful, it's HOT) or some other sort of tool and then cool it down using cool water. If the area does not respond properly, heat and cool until it does.



**Bumper after cleaning with wax & grease remover and initial sanding**

## Repairing the MGB Rubber Bumpers (cont)

For scratches, nicks, gouges, and some small tears, start by sanding / grinding the effected area to roughen it up a bit and remove any loose pieces. Fill the effected area by mixing a small amount of the flexible repair filler (following the directions on the package) and evenly coat the entire surface of the

with 180-grit sandpaper using a sanding block or sander until smooth. If there are still small imperfections, spread another coat on the effected area and sand smooth. When the surface is smooth to your liking and all of the imperfections are removed, wet sand

safety equipment!

### The Products John Used:

- DuPont 3919S Prep-Sol™ solvent (wax and grease remover)
  - 3M Automix™ EZ Sand Flexible Parts Repair
  - 3M 80, 180, 220, 320, & 400 grit sandpaper
  - 3M Scotch Brite™ scuff pad (red or grey)
  - SEM™ #39104 Flexible Bumper Coater (paint)
- Products supplied by Automotive Finishes, INC. St. Louis, MO



Bumper after final sanding and ready for finish

the entire surface with 220-grit, wet or dry sandpaper with plenty of clean water. Rinse and dry again, using the lint free towels.

With the bumper completely

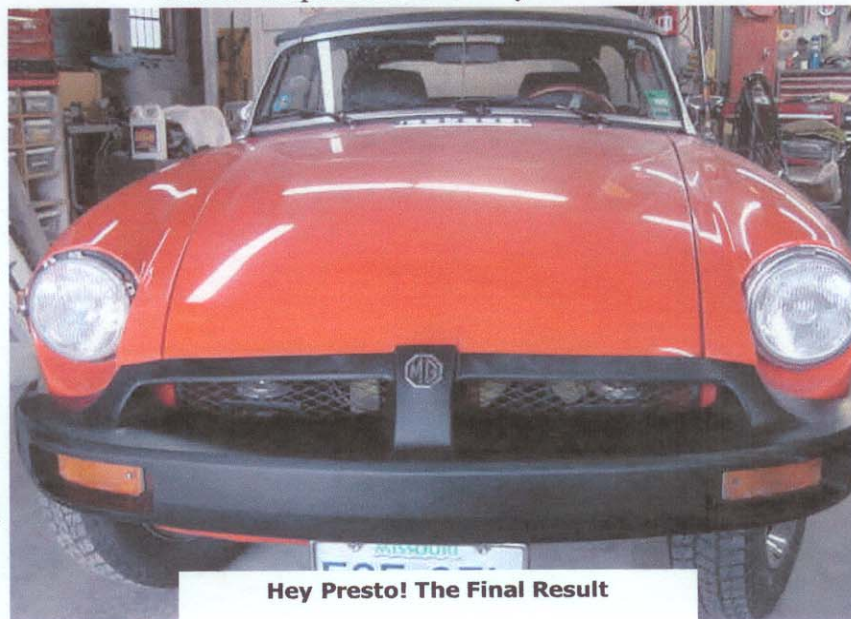
sanded, cleaned and dried, you are ready to start the refinishing. Again, read and follow all instructions on the paint can and use your bumper using the auto body filler spreader. You may not be able to cover the entire surface with the amount you mixed so continue mixing more until the surface is covered. The flexible repair that I used can be worked for about 5 minutes and sets in about 15 minutes. It will set up faster in warm weather and slower in cooler weather.

When the filler sets up (cures), it will be smooth to the touch. Filler that has not completely cured will feel sticky and will not sand well at all. Once the filler has cured, start by sanding

sanded, cleaned and dried, you are ready to start the refinishing. Again, read and follow all instructions on the paint can and use your

Start by applying two medium wet coats of the flexible bumper paint being sure to let it flash-off (dry to dull finish) between coats. When dry, usually in about 30 to 45 minutes depending on temperature and humidity, wet sand with 320-grit wet or dry sandpaper again and use plenty of clean water. Rinse and dry. Apply one to two more, medium wet coats of flexible paint allowing proper dry time, then wet sand with 400-grit sandpaper. Rinse and dry, lint free towels again.

The surface should now be ready for the final coat of paint. Let the final coat of paint dry overnight then re-



Hey Presto! The Final Result

assemble and reinstall the bumper. Your finish should have a smooth, semi-gloss finish. See more pictures online at <http://tinyurl.com/vdzs6>

**Quality Coaches, Inc.**

20 West 38<sup>th</sup> St. (38<sup>th</sup> & Nicollet)  
Minneapolis, MN. 55409

Ph. 612-824-4155, Fax 612-824-4460 Email:  
ValW@quality-coaches.com

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

Foreign

Domestic

**Midwest Motor Sports, Inc.**

26 South 1<sup>st</sup> Street  
Sauk Rapids, MN. 56379

Ph. 320-251-0676, Email: danielmms@aol.com

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

**Eau Claire British Car**  
Quality service and restoration

Ph. 715-456-1174

[www.eauclairebritishcar.com](http://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

**WELCOME NEW MEMBER'S**

**RICK HAGEN & KATHY MCGOVERN**

**ST PAUL, MN**

**'58 MGA 1500**

**'72 MGB**

**MIKE ADDY & NANCY JOHNSON**



**MINNEAPOLIS, MN**

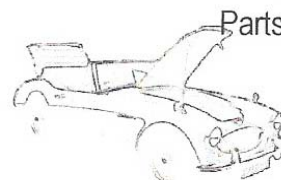
**'60 MGA**

**STEVE & DENEEN KRANTZ**

**SANDWICH, ILL**

Steve Rixen is...

 *Strictly British* 



Parts, Service & Consultation

On Web: [www.rixen.com/sb](http://www.rixen.com/sb)

Email: [steve@rixen.com](mailto:steve@rixen.com)

Cell: 612-877-1938

Phone: 715-386-2880

729 Paul Burch Drive

Hudson WI 54016

**BMC British Auto**

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

**Brian McCullough**

Ph. 651-462-0145 or

Email: [brian@bmcautos.com](mailto:brian@bmcautos.com)

Just north of Forest Lake, Minnesota.

**Need a Nametag?**

If you are a newer member and have not received your nametags, or are an existing member and lost yours, please request one from new member coordinator Bill McReaken (952-890-0102). 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 name-tags cost \$5.00. Send your check to Bill, made out to MMGG.

# Calendar of MMGG CLUB 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.

**December 10, 2006**

**White Christmas at the Height's Theatre** 1:30 p.m. movie at 40th and Central in Minneapolis. Call for tickets 763-789-4992 and meet your fellow MMGG members at the movies. Tickets are available only when box office is open 6—9 pm Monday thru Friday and 3—9 p.m. on Saturday and Sundays. Call Elena Biessener with any questions.

**December 14, 2006**

**An Old Fashion Yule Tyme Christmas Fish 'n Chips Party** Hosted by Barb and Tom Belongia. Put on your Ole English attire for the Fish & chips dinner that was postponed in September. It's a Thursday night, so hopefully this will work into your busy holiday season. Arrive anytime after 5 p.m. We'll start serving about 6 p.m. Please bring a dish to pass. We will provide the "Fish n' Chips", traditional English peas, Nog (as in "egg" and you provide the Notter), some wine and soda, along with a "secret family recipe" Christmas treat. At 238 Glen Circle, River Falls, WI — Take I-94 into Wisconsin, Exit 2 Carmichael Road and proceed south on Carmichael / County Road F for about 5 miles. Turn right on Glenmont Road (new sign shows you where to turn). Take second right onto Glen Lane and we're the two story house at the bottom of the hill — after you stop at the corner. Call 715-425-0189 for additional directions or if you get lost.

**December 31, 2006**

**New Year's Celebration** Hosted by Dick and Val Wallrich. Ring in the New Year with your MMGG friends at their traditional Bonfire Party. Dress warm so you can dance under the stars on their exclusive "outdoor dance floor". Arrive anytime after 7 p.m. Bring a dish to share and your beverages. 1860 Roselawn Street, Falcon Heights, MN. For more information call Dick or Val at 651-644-0154.

**January 13, 2007**

**MMGG Annual Holiday Party** Dawn Williams, Diane Vinar and Cathy LaClair are hosting this year end celebration for 2006. Send in your registration today (see the form on page 5) or no later than January 1st. It's just \$25 per person. Checks to Cathy LaClair, 1409 Honeysuckle Lane, Hastings, MN 55003. For auction donations contact Diane Vinar at 763-438-6199 or send to 5237 Douglas Drive, Crystal, MN 55429. Party starts at 6 p.m. at 3M's Tartan Park in Lake Elmo, MN. Don't forget to bring your RED MMGG bucks for your auction purchases. And plan to continue the party at Lori and Bob Jensen's home. We're invited immediately following the festivities at Tartan Park.

**January 19, 2008**

**MMGG Annual Holiday Party** We have already reserved the date for **2008**. Please mark your calendars. Hosted by the Byboth's — Cindy and Randy, Tim and MaryRuth and Steve

# Calendar of Other Events

Support Our Friends!

**On Going  
Saturday Mornings  
until further notice**

**Saturday morning British Breakfast at the Square Peg Diner**, 2021 East Hennepin Avenue, from 8:30 a.m. to 11:00 a.m. (most people get there early). Open to all lovers of British cars. Proprietor Phil Vanner, a British car owner, welcomes you. New expanded dining room too! After breakfast we linger in the parking lot, weather permitting, to “show off” our cars.

**MG Girls** meet the second Saturday of each month at the Square Peg too.

**Notice!!!**

**The Sunday afternoon BBC (British Built Cars) gathering at Kip's in St Louis Park had been officially CANCELLED. due to the lack of enthusiasm for the location. Sporadic participation from members of the local British Car Clubs. A new location is in the works for next year that will generate the enthusiasm we once had at Sherlock's. Phyllis Galberth**

**June 14-17, 2007**

**Rendezvous 2007** to be held in Grand Rapids, MN

**June 16-20, 2007**

**MG 2007** Sponsored by NAMGBR in Somona, CA (Napa Valley Wine Region). For more information check your *MGB Driver* or contact NAMGBR.

**July 26-28, 2007**

**MG T Register GOF (Gathering of the Faithful) 2007** To be held at the Oakridge Conference Center, Chaska, MN. Plan to attend this “close to home event” in July 2007.

**July 26-28, 2007**

**NAMGAR 2007** Whistler Village, British Columbia

## Watch the December 2006 MMGG *Gazette* for upcoming 2007 events!

Valentine Tea  
Slot Car Races  
Season Kick Off Brunch  
Tech Sessions  
Dinner Event  
Intermarque Banquet  
Early Season Driving Event  
Brainerd Racing

Family Drive-In Theatre Night  
Music by the River  
Chetka Car Show  
Ellingson's Car Show  
Garden Party  
Wings & Wheels  
Fall Colour Tours and Hayride

**NOTE — All information for upcoming events — both Club Sponsored and Other Events — is due by the 15th of the month for publication in the next MMGG *Gazette*. Event hosts are responsible for supplying all the information for the event for publication. Please don't forget this important step in hosting your 2006 MMGG event.**

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

**For Sale** 1977 MGB solid body and frame. No rust, was a Missouri car. Very good top and nice interior. Needs a new ignition. Best offer. 715 425 7353

*November 2006*

**For Sale** 1969 MGB orange with black interior, no rust, mag wheels. Engine rebuilt, runs great. 98k miles. Contact Emily Johnston, 608 9962264

*December 2006*

**For Sale** 1951 MGTD, Red, excellent condition. Motor, trans, and rear end in good to excellent condition. Good restoration project. \$6,250 OBO. Call Jim Nelson, 218 546 5526

*June 2006*



**Taking Orders! MGF, one is available for test drive. Get behind the wheel and feel the excitement! Call Mark Brandow 612-306-0044**

**For Sale** 71 MGB - GT for sale due to family emergency. No Rust - had the car trucked from California 2 years ago. Medium blue in color. Original color was orange. Converted to 12 volt negative ground by previous owner. Original aluminum hood. All gauges work properly. Runs well. \$4,000 firm. Contact [kensvs@msn.com](mailto:kensvs@msn.com). Located in Apple Valley, MN. Ken Vallet-Sandre

*October 2006*

**For Sale:** 1970 MGB Red with White. New Clutch.\$2500 or best offer.

**For Sale:** 1971 MGB Blue with Autumn Leaf interior. Repainted, new hydraulics and suspension. New carpet and panel kit. 44K miles. Local car re-furbished. \$10,500.

**For Sale** 1955 MGTF Tan with Brown interior, \$15000.

**For Sale** 1974 MGB Orange with Black interior. \$4500.

**For Sale** 1975 Triumph TR6 Orange and Black. New breaks and Mag wheels. \$6000.

**Call Mark on his cell phone at 612-306-0044**

*November 2006*

**For Sale** Great Opportunity — One of the last MGBs brought to the U.S. in March 1980. Very low actual mileage (13,138). Russet Brown with tan interior. Properly maintained. Excellent condition. Car cover included. \$10,000. Call Alan Kelsey 952-891-3452

*September 2006*

**For Sale** 1979 MGB carmine red with beige interior, excellent condition. 46K miles, absolutely rust free and all documentation, including original window sticker. Tonneau and car cover with good convertible top, plus parts. 8,700. Call Wes home: 651 674 4159 or cell: 877 407 4434.

*June 2006*

**For Sale** 1956 white MGA and 1960 red MGA. Both good conditions, but unable to drive them now. Price negotiable. Contact Kathy or Tom Joyce at 952 890 5332

*November 2006*

# 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, 3947 Barley Ridge Drive, Woodbury, Minnesota 55125**  
**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**