



GAZETTE

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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.

SPRING DRIVE

MAY 10TH

STARTING AT SQUARE PEG

9:30 AM AFTER BREAKFAST

DRIVE LOTS OF TWISTY, CURVY ROADS

LUNCH AT THE FISHERMAN'S INN IN

ORONOCO, MN

GAS TANKS FULL AT 9:30 AM

PLEASE JOIN US FOR THE SPRING DRIVE ON SATURDAY MAY 10TH. WE MEET FOR BREAKFAST AT THE SQUARE PEG AT 8:00 AM AND BE READY TO GO AT 9:30 AM. WE'LL BE TAKING A GREAT DRIVE THROUGH SOUTHERN MINNESOTA SO BE SURE TO HAVE FULL TANK WHEN WE LEAVE. WE WILL TAKE A BREAK DURING THE DRIVE, THEN WE'LL END UP AT THE FISHERMAN'S INN RESTAURANT FOR A LATE LUNCH. WE HAD A GREAT LUNCH THERE LAST YEAR AND THEY'RE LOOKING FORWARD TO HAVING US THERE AGAIN THIS YEAR. LAST YEAR WE HAD ABOUT 25 CARS. LETS SEE IF WE CAN BEAT THE NUMBER THIS YEAR.

2008 INTER-MARQUE

SPRING KICK-OFF

VINTAGE FOREIGN CAR & BIKE SHOW & BANQUET

SATURDAY, MAY 17

See page 9 for details

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:

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

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The Left Hand Thread

By MMGG President Richard Wallrich



Dick and Kenny's Big Adventure

Recently, Ken Merrill and I had the opportunity to deliver a MG-TF for Mark at Quality Coaches. It seems a gentleman in Galveston Texas bought a MGTF from a person in St. Louis Park last summer on EBay. He came up here to take a look at the car after he bought it and decided that it should have some restoration work done to it. The person that he bought it from suggested that he have the work done a Quality Coaches as the car had always been serviced there. Well, you know how these things go. First you fix a few dings and freshen the paint and pretty soon Bob Figenskau has the car apart and is doing a restoration on it. Well, they got the car done last fall and we said that we'd deliver it to him in Galveston when there was a good weather week. As the winter went, once the weather cleared up in this area after December, there was always a storm passing through Iowa or Kansas every week this year. We finally got the green light to go the first week of April. Mark had a new tonneau put on the car for the new owner and Randy had it purring even better than brand new.

Well, you know how the weather has been. On the Monday we decided to leave we got the eight inches of snow. We decided that regardless of the weather, we would leave on Tuesday and take our chances. We drove to Quality to pick up the car and by the time we got there from my house, the trailer had a couple of inches of ice on the deck and the front of it was caked with muck that the GMC Envoy had thrown up on the front of the trailer. It took a couple of hours to thaw out the trailer and to get the car loaded. We lucked out, because by the time we

left, the roads were dry even though there was a lot of snow on the ground. Since we were a day late, and we are always a dollar short, we decided to drive in shifts and to make as much time as we could. We had told the owner that we would be there on Wednesday night so we had to keep on trucking.

The new car hauler that Mark got to transport MGs is the perfect British car hauler. The trailer is 14 feet long instead of the normal 16 foot minimum that car haulers are usually made. It is also a foot narrower than normal and the trailer is aluminum. This makes the trailer only about 650 pounds empty and about 2700 pounds loaded behind the truck. It also has tandem axles and full brakes that work proportionately as you apply the brakes on the truck. This means that it is so smooth going down the road that you don't feel the trailer and it brakes smoothly with the truck. It also let my GMC Envoy get about 16 miles to the gallon.

By Tuesday night, we were in Kansas where we saw an incredible sight. Along the flat plains, we could see a large cloud about ten miles in front of us. As we got closer, the cloud turned out to be smoke and off in the distance we could see huge fires. Then we saw a sign that we were in a prairie burn area. They burn thousands of acres of rangeland and these fires are controlled, well sort of. We didn't see what happens when they turn towards a farmhouse but the flames in some areas must have been 20 feet tall. We stayed to sleep in a Kansas turnpike rest area. I recommend them highly. They have really nice facilities and great parking and picnic areas for trucks, cars and campers. They are located in the median of the turn pike, so you have to be careful when you leave as you could end up going the opposite way out and end up back where you started.

Well, we got down there on Wednesday night as promised and delivered the car to a very excited new owner. He also has a MG-TD and a Triumph 2000 with a rumble seat. We didn't get to see these cars as he had lost the key to the garage they were in. We did get to see a very large Daimler that he was restoring. The frame looked like a MGA frame on steroids. Most modern pickups could only hope to have a frame like that car had.

We left for our return trip on Thursday morning and took the long way by avoiding freeways all the way back. It became painfully obvious that the

world steel shortage can be solved by cleaning out all of the junk from the front yards of Texas houses. Guys that get arrested here for stripping houses of steel and copper could be environmental heroes down there. We made it back to the Twin Cities by 7:30 AM on Saturday, just in time for breakfast at the Square Peg.

On one last note, take a look in the newsletter about the 5th Annual Beaverdale Brit/Euro Fest car show in Des Moines. It will be on Saturday, June 7th. Val and I are thinking about going down maybe late Friday afternoon or very early Saturday morning. The car show is in the afternoon, then we would stay over Saturday night and have a nice brunch on Sunday and then motor back on Sunday. If you're interested in joining us, call me and let me know if you want to go. In the meantime, I'll check with the folks in Des Moines about a good close place to stay. This is sponsored by the Iowa British Car Club. I think that it would be nice to support their event and to start another annual road trip.

Hope to see everyone on the spring drive on May 10th. Look elsewhere for full details. Remember, you need to drive your car and you really need to drive it on curvy hilly roads with other MGs.

THE RUBBER B'S

EDITOR'S NOTES

TOM & BARB BELONGIA, EDITORS



MGs are out of storage, tuned up and ready to go on the Spring Drive. So are we — after snow last weekend it's time for spring. Can't figure out what happen to the tulips though. There is no sign of them. But there is an enterprising bird building a nest on the baker's rack on our front porch. Perhaps she feels it won't snow there.

Last week a neighbor of ours dropped off a Carburetor Cap and Damper he found on the road — perhaps it was buried under snow and ice! If this is yours, just give us a call.

HAPPY SPRING (finally) !



Need Car Storage ?

What we have to offer is classic car storage on winter and summer storage contracts. The storage facility is heated, and secured through a computer controlled key access system. Each participant will have their own card and 24/7 access to their vehicle. Our costs are competitive (only \$475 for a 6-month winter contract from November 1st to April 30th), and our facility is clean and tenanted by fellow classic car owners and several medical doctors who use the top level of our four story facility as indoor parking for their respective medical practices.

If you or anyone with an MG ever wishes to tour our facility, we'll be more than happy to set something up, as we are very proud of the premium spaces and facility we that have to offer.

Paul Carroll
The Wirth Companies
615 Second Avenue South
Minneapolis, MN 55402

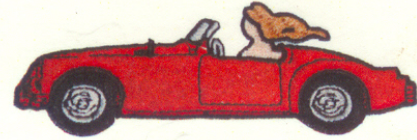
O: 612-278-9280

F: 612-339-2538

pcarroll@wirthcompanies.com

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 \$10.00. Send your check to Bill, made out to MMGG.



MG Girl!

MG Girl Regalia (both the above design as well as the new MGT and MGB) is available from Diane Rindt. Please contact her if you are interested in any of the following items or for special orders.

- MG Girl periwinkle Tank Tops (most sizes)
- MG Girl white Tank Tops (most sizes)
- MG Girl Patches
- MG Girl yellow Tank Top

MMGG Club Regalia

Everyone can get into the spirit of the club with MMGG Regalia.

- | | |
|-------------------|--------------------|
| 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)

NEW — MG Girl with an MGB now available!
 Contact Diane Rindt.

Please share the following with your club membership: We are now sold out of the least expensive "Standard Rooms" for Rendezvous 2008 at Wilderness Edge in Pinawa. There are a few of Bachelor Suites (\$200 / per adult for the weekend) and of course the more expensive 2 Room Suites available at \$220 per adult for the 3 nights and days of Rendezvous. This cost covers your room and all meals from Thursday afternoon to Sunday morning. Please note that the registration fee increases from \$50 to \$65 after May 1st too. We are introducing a new room option to try and maximize the number of attendees for this event. If you are willing to share a 2 room suite (with 1 shared bathroom) with another paying registrant, then you both will be charged the lower \$180 per adult rate (as opposed to the \$220 rate if you kept the suite to yourself). Almost all of these 2 room suites have a mini fridge in them which may be useful to store "beverages" during this event. This room option is retroactive - so if you know of a paid registrant who will share one of these suites with you, please let me know. Rooms are reserved on a "first registered, first served" basis. A revised registration form listing this new room option is available at our website at www.britishcar.ca/rendezvous. If you have any Rendezvous registration or room questions, please call me at (204) 883-2215 or use this email id annmark@mts.net.

Ann Blonski, Rendezvous Registration Coordinator

The MGA Twin Cam Golden Anniversary Jubilee will be held Sunday, July 13 and Monday, July 14, 2008 at Seven Springs, PA just before NAMGAR GT33 beginning on Tuesday. Both are held at the Seven Springs Mountain Resort on the western side of Pennsylvania near Pittsburgh.

The main event will be to commemorate the beginning of the production of the new MG capable of 120 mph. The main event will be a reenactment of BMC's Demonstration Day when the company invited the press to a military test track in the Surrey, England to test drive four Twin Cams. The press then made BMC's news release about the car.

Iowa British Car Club's Beaverdale Brit / Euro Auto Fest

We are writing to invite you and your fellow club members to our Brit/Euro Auto Fest the 1st Saturday in June! This is our 5th year and we are looking forward to seeing many beautiful and rare British and European cars at our Auto Fest! The show runs from 1-4:30 pm on Saturday afternoon, always the 1st Saturday in June which is June 7th this year. The event is free to exhibitors and spectators! We meet in a bank parking lot in the Beaverdale neighborhood of Des Moines at the intersection of 2 very busy streets. We are in a neighborhood shopping district which also includes 7 restaurants and many other stores. We are very easy to find from Interstates 80 and 35. The Auto Fest is sponsored by the Iowa British Car Club. We, Jack and Peggy King, are the event coordinators. We would appreciate it if you would include our event in your newsletters, announcements, websites, and meetings. We have enjoyed cars joining us from Lincoln, NE, Iowa City, IA, and Kansas City, MO, in the past. Please feel free to contact us if you have any questions. We would appreciate word from you if you know anyone who can join us. I, Peggy, keep a book with the name, address, email, and car(s) of our attendees so that I can add you to our Car Show email list so that you get automatic updates from us.

Our featured marque this year is MG, so we look forward to seeing lots of MGs! We will present a People's Choice Award, voted on by the spectators. Last year we had 130 cars, and we would love to exceed that number this year, so please join us! We have perhaps 2,000 spectators, so it is always fun to show off our cars! We are in a shady lot, with musicians and food, so we make it a fun family atmosphere.

I am attaching a 2-page Word document which you may feel free to copy for your club members. It is an announcement of the Auto Fest and on the 2nd page are driving directions to us. Again, our ph is 515-255-5258 and email: jackking143@ishsi.com.

Thanks for your interest in our Beaverdale Brit/Euro Auto Fest! We'd love to see you June 7th!

Confessions of a British Car Enthusiast

By Ken Welty

Part 5: "Dad, Can I Barrow the MG"

I remember being sixteen, obtaining my driver's license, and wanting to barrow my father's car. Talking dad out of his car meant I could exercise my newly found autonomy, be in command of raw horsepower, and cruise the town. Unfortunately, in my case, the car in question was a medium blue 1971 Ford LTD. It was truly a land yacht in every sense of the term. By today's standards, the car was big and heavy in the extreme. Its 400 cubic inch engine made more noise than momentum. Navigating a turn at speed was more frightening than a carnival ride. Every mile registered on the gas gauge as well as the odometer. It was an incredibly boring car to drive. Its only redeeming feature, other than its spacious back seat, was the fact that you could drive it hard and nothing would break. I know this to be a fact because I tried to break it almost every night.

I would often take daddy's car from one peer hang-out to the next in hopes of finding excitement. I was a gear-head at heart and so were all my friends. We worked on cars constantly and if we weren't working on cars, we were talking about cars. Collectively, my friends had almost every really cool car of the period. When we gathered at someone's house there would inevitably be several Mustangs, Camaros, and Chevilles. A GTO Judge, an Oldsmobile 442, and a Dodge Challenger were also likely to be in attendance. I would, of course, park daddy's LTD at the end of the block to hide my shame and to minimize the damage to my social standing.

My parents did not really have anything to worry about as long as my friends' cars were parked or being worked on. However, there was genuine reason for concern once we started them up, felt the rumble of latent horsepower, and pulled away from the curb in convoy for food, parts, or fun. Of course, daddy's LTD was typically left behind in favor of more ex-

hilarating rides. Between the high levels of testosterone and the low cost of gasoline, almost every rule of the road was broken by the time we reached our destinations.

One can imagine the horrors that came to mind when I found myself on the receiving end of the words, "Dad, can I borrow the MG." Imagine that, my son David wanted to borrow my favorite toy. Unlike my father's Detroit iron, my 25-year-old toy is a little delicate. The worn kingpins make a resounding clunk when you go forward from reverse. The throw-out bearing often squeals after the car has been sitting for several days. Starting the car involves putting it in fourth gear first to advance the ignition. Lastly, it doesn't really run well until it warms up -- a process that typically requires several miles of driving. How would such a car hold up against the inevitable torture that my son was likely to subject it to?

Of course, like any clever teenager, it was not long before David figured out a way to talk me out of my keys. The secret was to establish the right conditions for the request. In his case, creating the most favorable climate involved bringing a cute young woman to the house that he wanted to impress. He must have thought daddy would surely be a pushover if the request for keys was couched in the pretence of impressing a cute young blond, brunet, or redhead. If the word "please" didn't work coming from his smiling face, it would surely work coming from hers.

All of his hypotheses were confirmed with his first attempt. It was not long before I found myself nervously standing at the end of my driveway watching my precious little car drive off around the corner at the end of our block. Knowing the apple does not fall far from the tree, I could not help but wonder what he was going to do to my little toy. Was he going to put his foot to the floor as soon as he was out of sight? Was he going to see just how fast he could take the next turn? I knew I was not going to relax until he and my MG were back in the driveway.

David found a winning formula for borrowing the MG for short tours of the neighborhood on nice summer days. Now he needed to figure out a way to

make a good thing even better. His next challenge was to get the car for a whole morning or afternoon and his scheme proved to be fool proof. He simply volunteered daddy's little car for the homecoming parade. In addition to driving an entertaining novelty in the parade, the MG was going to be one of the decorated chariots for a member of the homecoming court (one of those cute young women I mentioned earlier). How could I turn him down when so much was at stake?

On the day of the big event, my head was filled with anxiety as I watched my little car come rolling down the street. All kinds of paranoid thoughts raced through my mind. "I hope it is running okay." "It must be warmed up by now." "Is that duct tape?" "He didn't put duct tape on my car -- did he?" "I hope no one has been sitting on the hood." "There better not be any dents from some kid's butt cheeks." "I hope he is not riding the clutch." "Is that my hat? Not only did he borrow my little car, he also borrowed my MG hat." My selfish and petty concerns melted away as David came more clearly into view. There he was, driving a car I would have killed for when I was his age. One of his best friends was riding shotgun and his friend Liz was sitting on the back in a black gown. He must have been the envy of his peers.

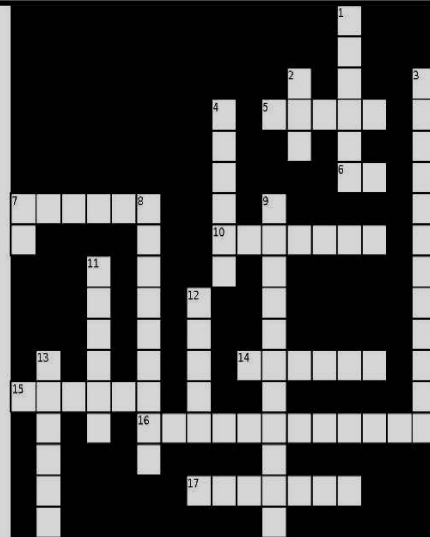
To capture this precious moment for eternity I aimed my camera at David but I could not get a clear shot. The silly rearview mirror was blocking half of his face. As it turned out, I did not need a clear shot of his face because his eyes said it all; "Life is good!"



What could be better? He was driving a convertible sports car in a parade with a beautiful young woman sitting on the back. He was the center of attention for several miles and he was a hero to a member of the homecoming court. All it took was a MG roadster with its top down.

Life is good and life is even better with a little British sports car. Life is also short -- in David's case, it was way too short. So, we all need to treasure the moments that our little cars help create. Their simplicity and antiquity takes us back to our youth. Their eccentricities remind us not to take life too seriously. Their novelty and nostalgia brings smiles to others. Best of all, they bring us together in camaraderie. Our little cars are simply toys and playing with toys helps keep us young at heart.

ANDY'S PUZZLE



- | Across | | Down | |
|--------|--|------|---|
| 5 | What arrived in 1965 | 1 | What stopped in 1955 and was revived in 1961 |
| 6 | Which MG was 1st to use steel disc wheels & rack & pinion steering | 2 | 1st MG available with steel bubble-top hardtop |
| 7 | If you think 2 are good - 3 must be great | 3 | On a 4 cyl there on the left, on a V8 there in back |
| 10 | 1st MG with independently recorded top speed of 100+ mph | 4 | "friendly" or being a "pal" - but early Cowleys were called |
| 14 | What arrived in 1967 | 7 | Largest pre-war MG |
| 15 | What is different VISUALLY on a MBC | 8 | What was a 4 seater Magna called |
| 16 | Finger indicator to signal a turn | 9 | Name familiar to whiskey but also to the MG Midget T-type |
| 17 | Sir Morris' first name | 11 | Practically a must have insurance for a lot of us |
| | | 12 | Its not a Magnum it's a |
| | | 13 | Magnette Mark III not at Abingdon, but at ? |

Preparing for Spring

TECH TIP: by Ernie West

The number one thing, in my opinion, is insurance. Before you turn the key you should reactivate the policy. If you are like me, you probably dropped the liability part, and left only the comprehensive part active. You can just imagine the anguish you'll suffer if you go to the storage place and in your impatient haste, turn on the key and proceed to start the car. But because of a stuck intake valve there is very little vacuum to draw in the necessary air fuel mixture. But with persistent choking and pumping you finally get enough fuel into the cylinders to allow ignition. Then, holy moly, that stuck intake allows combustion to enter the intake manifold and the resultant explosion blows a big ball of flame all over the engine compartment, which rapidly migrates to the floor and that small pile of oil soaked oil dry. Couple that with the leaking fuel pump or hose that you didn't know about, and you now have an inferno that you just know is going to spread to the next stall that houses a Ferrari or \$35,000.00 bass boat, and you then find out your cell phone is in a dead zone. And you haven't activated your liability clause.

But being you are not politicians, you have a much higher I.Q. level, and you have liability. But now, my second most recommended spring "get the car out of storage" item is: Have you adequate coverage? Collector cars are appreciating at an alarming rate. I upped mine \$3,000.00 and that might still be to low. A case in point: A Triumph TR-3 just sold for over \$39,000.00 on E-Bay. Sure it was an exceptional car, but in my opinion the seller was just a very talented salesman. But you get the point. Carry two things when you start your car, insurance and a fire extinguisher.

Safe Motoring!!!

Dead Lake Motors

If you are going to Pinawa, MB for Rendezvous 2008, and plan to take 2 days, you are invited to stop and have dinner with us at our lake cabin, 10 miles north of Park Rapids, Minnesota, on the evening of June 4. We will be leaving for Pinawa about 7:30-8:00 AM on June 5, and will be happy to convoy with anyone who wants to go that route.

This is not the shortest route from your home to Pinawa. It is about 30 miles further and 2 hours longer for the total trip from the Twin Cities, but you can do four hours on Wednesday afternoon (leave earlier and spend some time at Itasca State Park too), and about seven hours of mostly rural driving on Thursday. We can not accommodate everyone for sleeping, but there are many motels in the area. We will provide burgers, brats all of the fixings and beverages for anyone who RSVPs at least 48 hours ahead of time. The cabin address and phone number will be provided in future issues. RSVP early for specific driving directions and contact info for motels.

Bill & Lorna McReaken

Dear newsletter editors of our Varied British/European Classic Car Clubs,
I felt this was important enough to continue to pass this along. YES, it is an advertisement from Moss Motors but probably something that 95% of us require unless you have a roller cam, OHC and very weak spring pressure. There is still some controversy on whether or not a person requires ZDDP after the initial break in period, but wear never sleeps. My recommendation is to pass this and other articles on to the club members and let them decide. A product such as this now is far less costly than a trip on a "hook" to our shop a few years from now!

http://www.mossmotors.com/graphics/products/PDF/220-805_inst.pdf

*Brian Mc Cullough, Proprietor
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2008 INTER-MARQUE SPRING KICK-OFF

VINTAGE FOREIGN CAR & BIKE SHOW & BANQUET
SATURDAY, MAY 17

1. Vintage Foreign Car & Bike Show (10:00 a.m.-3:00 p.m.)

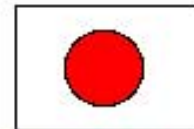
The famous spring kick-off show returns to its pastoral setting on the walking path surrounding the Radisson Plymouth. As always, the show is **FREE** for both participants and spectators alike. *(No RSVP is required for the show, but it'd be nice if you did so anyhow.)*

2. Buffet, Get-Together & Awards (2:00-3:00 p.m.)

Starting at two, there will be a buffet, awards ceremony, and intermarque get-together. The price is \$18.00 per person. *(Money collected at the door. Please RSVP if you wish to attend the banquet as the Radisson needs an estimate of how many people will attend. RSVP early but please before May 12.)*



Countries from which vintage*
foreign cars & bikes come



RSVP form:

Name(s):

Car(s):

Club (if any):

Banquet Attendees:

Please send (by May 12) to Phyllis
Galberth, 19390 Judicial Road,
Lakeville, Minnesota 55044
deegalberth@yahoo.com

Take a spin!



You're a winner with any BMC sports car.

They're all true sports cars. Nimble and quick. "Four-on-the-floor," bucket seats, disc brakes are standard equipment. "Quick" steering, too, for pinpoint control. Name your price. There's an MG/Austin Healey sports car to fit it—from the big Austin Healey-3000 to the MGB/GT (the sports car that's a family car, too), to Sprite, world's lowest-priced true sports car. See them all, and arrange to take a spin.



See the yellow pages for the MG/AUSTIN HEALEY dealer nearest you.

For those of you who have MGA's Some Shared Technical Information

In a message dated 2/15/2008 12:49:04 A.M. Eastern Standard Time, Bill Hite Jr. writes:

My 1622 crankshaft casting number is 12H449. I was told by John Wright, who was told by Bob Yarwood, who was told by his source it came from a lorry. Below is a list of vehicles I found that the 1622 engine was used in. The question is, what reliable way can you know the production specifications given for the crankshafts with the 7 different numbers you have?

Dear Bill,

I will check out the crank number 12H449 and see which 1622 engine it came out of, because we have all those factory parts books (the English cars) in our vast library. (Including the J2 Sherpa van) and I will let you know (probably over the weekend.)

From: Bill Hite Jr.

To: Dick Wallrich

Subject: FW: Re: FW: 1622 Crankshaft Casting Number 12H449

FYI, you probably know this, the 1622 cc displacement was due to an increased bore to the 1600 Series-B engine in the MGA 1600. The 1622s were in the MGA 1600 MKII and MkII Deluxe, hence the differentiation - MkII. One clue that these were not for a higher performance engine is that the middle main bearing has to be widened from 1.6" to 2.0" to fit the Twin Cam. This I found out along the way. The funny looking 'milk truck' (lorry) we were trying to think of is the Morris J2 van. I am not sure if this van also referred to as a Sherpa. It is modeled like later model vans called Sherpas. Google "1622 cc" and browse around, look in "series-B", etc.

Here is the list of "applications" of the 1622 that she removed from my original e-mail. I got these out of Wikipedia.

- 1961-1962 MGA Mark II
- 1961-1969 Austin Cambridge A60
- 1961-1971 Morris Oxford VI
- 1961-1971 Wolseley 16/60
- 1961-1969 Riley 4/72
- 1961-1968 MG Midget Mk IV
- 1961-1967 Austin 152 & Morris J2 1/2 ton van
- 1974-1978 Sherpa van
- 1961-1963 Morris Major Elite
- 1963-1966 Tempo Matador
- 1966-1967 Hanomag Matador
- 1967-1973 Hanomag F20, F25, F30, F35
- 1970-1973 Mercedes Benz L206, L306
- Navigator 1600 Marine engine
- 1962-1964 TVR Grantura Mk 3

CONGRATULATIONS!! MIDWEST MOTOR SPORTS ON 25 YEARS IN BUSINESS AND YOUR NEW LOCATION



Quality Coaches, Inc.

20 West 38th St. (38th & Nicollet)
 Minneapolis, MN. 55409
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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.

- May 10, 2008** **Spring Drive.** Please join us for the Spring drive on Saturday May 10th. We meet for breakfast at the Square Peg at 8:00 AM and be ready to go at 9:30 AM. We'll be taking a great drive through southern Minnesota so be sure to have full tank when we leave. We will take a break during the drive, then we'll end up at the Fisherman's Inn restaurant in Oronoco, MN. for a late lunch. We had a great lunch there last year and they're looking forward to having us there again this year. Last year we had about 25 cars. Lets see if we can beat the number this year. Dick and Val Wallrich.
- June 28, 2008** **Picnic** Hosted by the Galberth's
- July 13-14, 2008** The event is [The MGA Twin Cam Golden Anniversary Jubilee](#). It is held Sunday, July 13 and Monday, July 14, 2008 at Seven Springs, PA just before NAMGAR GT33 beginning on Tuesday. Both are held at the Seven Springs Mountain Resort on the western side of Pennsylvania near Pittsburgh.
- July 20, 2008** **Garden Party** Hosted by the Bosworth's and Schneider's
- July 26, 2008** **Grand Round Tour** Hosted by Dawn Williams
- August 9, 2008** **Ellingson's Car Show and Swap Meet** Hosted by Jim Pennoyer and Brian McCullough
- September 12, 2008** **Wings & Wheels** Hosted by Tom and Barb Belongia
- September, 27,2008** **5th Annual Fish 'n Chips** Hosted by Tom and Barb Belongia
- October 4, 2008** **Fall Colour Tour** Hosted by Diane and Ken Merrill
- October 11, 2008** **Autumn Tour** Hosted by Keith and Phyllis Galberth
- October 25, 2008** **Halloween Party** Hosted by Bob and Lori Jensen
- November, 2008** **Annual MMGG Meeting** Date and Location to be determined.
- December, 2008** **Pre-Holiday Event** Date and Hosts needed
- December 31, 2008** **New Year's Eve Party** Hosted by Dick and Val Wallrich
- January, 2009** **MMGG Annual Holiday Party** At Tartan Park Club House. Hosted by Dawn Williams, Diane Vinar, and Cathy LaClair

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 Specific MMGG event. tom.belong@pressenter.com

Calendar of Other Events

Support Our Friends!

**On Going
Saturday Mornings
All Year Round**

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.

**East Ender’s Breakfast
1st and 3rd
Saturdays**

A group of MGers have started a semi monthly East Enders Breakfast group. For those MG (and any other) enthusiasts that want to breakfast a little later and not drive to Minneapolis. Join us on the 1st and 3rd Saturdays each month, 9 a.m. at the **Keys Cafe located at 840 Carmichael Road, Hudson, Wi. 1 mile north at Exit #2 and I-94 (Carmichael Road Exit)**. Sorry, checks are not accepted. All are welcome.

**NOTICE:
LOCATION CHANGE**

May 17, 2008

Inter-Marque Spring Kickoff Saturday, May 17, 2008, Radisson Hotel, Plymouth, MN Vintage Foreign Motor cars 1987 and older. Car Show at 10:00 a.m. and Banquet at 2:00 p.m.

May 31– June 8, 2008

British Car Week go to www.britishcarweek.org for more information

June 5-8, 2008

Rendezvous 2008 Pinawa, Manitoba, Canada See pages 3 & 11 for more details

June 25-29. 2008

NAMGBR Annual Gathering Valley Forge, PA

July 5, 2008

Chetek Car Show, Chetek, WI

July 8, 2008

Square Peg Benefit Hopkins Center for the Arts, Hosted by Phil Vanner

July 10 -13, 2008

GOF Central MK XXX Auburn, IL. Hosted by the Olde Octagons of Indiana. Activities include Afternoon Tea T Time, First Timers’ Display, Raffle and Auction, In Line with the Classics Car Show and Banquet and Awards at the Auburn Cord Duesenberg Museum. For information kkubick@iquest.net or momsmg@comcast.net.

August 1, 2008

British Car Night at the Velocity International Motoring Art Show, Hopkins,

Additional Events for 2008 — Thanks to everyone who came with ideas and volunteered to host events for the MMGG membership in 2008. There are still open dates on the calendar, events that need hosts or space for other events. Everyone is welcome and encouraged to host an event — they’re fun and easy to host. Please discuss your ideas and dates with Dawn Williams to prevent any overlap of events and get your information into the *Gazette* with as much advance notice as possible to assure everyone is aware of your event and can plan to attend. Please include all the details!

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 1974 MGB Roadster. Purple with tan interior. 107K miles 4 speed with overdrive. Weber Carbs, Nardi signature steering wheel. After market cast aluminum wheels. Many more interesting features, asking \$5,500. Call Jon at 952-470-0092
May 2008

For Sale 1960 Austin Healey 3000 MK I BT7. Red with black interior, chrome wire wheels, tonneau, older soft top. Has overdrive. \$20,000 invested in recent restoration, selling for only \$35,000

For Sale 1979 MG Midget Right Hand Drive! 84K miles. New rockers, dual SU's. De-smogged. \$8,500

For Sale 1979 Orange with black interior. Rosestyle wheels. 85k miles. \$5,995 OBO

For Sale 1972 MG Midget. Iowa car. Red with black interior. 40K miles. New master brake cylinder. Restored in 2003. \$5,450 OBO.

For Sale 1962 Midget, MK I Green. Mag Wheels with a 1275 engine. This is a distressed sale. \$6,000

For Sale 1980 VW rabbit cabriolet. Silver. 60K miles. Manual transmission. Great student car for college. \$5,000. Spring Special.

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

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For Sale 1979 MGB carmine red/tan interior, 47K original miles, never any rust. Runs great, new tires and radiator always maintained, all original documents plus original window sticker. ready for summer fun 6500/offer Wes 651-674-4156 eves 218-390-1432 days.
May 2008

For Sale 1973 Midget, red w/black top. Extensive engine and partial overall restoration done in April 2007. Driven only 150 since then. New clutch and slave cylinder, new convertible top, tonneau, bra & took kit. No rust, heated winter storage. Nearly level 2 in many respects. \$9000. Mike Haeuser @ 507-934-3289. Email at Haeuser@gustavus.edu.
April 2008

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)

**mail to: Minnesota MG Group, 3947 Bailey Ridge Draw,
Woodbury, Minnesota 55125
jdmasley@yahoo.com**

New Renewal Changes

Name: _____

Name of spouse/partner/significant other: _____

Street Address: _____

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

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