



GAZETTE

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Jim Lymburn and his 1974 MGB

COMING CLUB EVENTS (details within)

Saturday, August 8 – BritFest

Sunday, August 9 – MG Girls Book Club

**Saturday, August 15 – Anoka Car Show and After-Party
(hosted by Steve Byboth)**

Friday, August 21 – Friday Sundae Drive

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The Minnesota MG Group was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of the MG cars. MG car ownership is not necessary to be a member of the Minnesota MG Group. Correspondence can be addressed to: Minnesota MG Group - 1316 Martha St N Stillwater MN 55082.

Message from the President



While sitting down to write this month's column, I stare out the windows in my office and see a wall of green from all the trees lining my yard, and I feel the cool morning air circulating in to my room. It is mid-July. For most this would imply being in the beginning of summer, the beginning of our brief annual driving season, with fall being off in the future, and winter not on our minds.

But by the time this column gets out to everyone it will be August, and fall is but 7 weeks away and my trees will start changing colors. My how time flies.

So before we start winterizing our precious precocious prized mechanical contraptions – I wish to remind everyone about Brit Fest on Saturday August 8th in Hudson, Wisconsin. It is shaping up to be another grand event. I have convinced a few British car part suppliers to donate some free items for everyone, as well as items for our raffle (which benefits a local Boy Scout troop) that include \$30 off cards (Apple Hydraulics), \$25 gift card (Victoria British), seat cover-blanket-duster (Moss Motors). Come show your car – it's free. Come look at cars – it's free. Come get your freebies and support the Boy Scouts by purchasing raffle tickets – don't

forget there will also be the sale of raffle tickets for public voting for favorite cars (also benefiting the Boy Scouts).

Now – back to how time flies!

A recent task handed off to me by the Petroffs, was the gleaning of old treasurer files. I am assuming here, but I think the Petroffs decided to be kind to our new treasurer, Steve Greenway by not handing off this rather large box of papers, files, old checks, old banking statements, membership records, etc., for gleaning – and instead kept it all in storage until the right moment to spring it on me, your overworked president that has nothing else to do but stare out his windows at green leaves in a wall of trees!

Sorting the mounds of papers started with separating the recyclables from the items that I thought should be shredded to protect private information, but it soon transitioned into slowly reading the more historical information. This is where the 'time flies' part comes in. It was quite interesting to learn club information from years ago. Our founding and long-term members probably all know this information, but it may be of interest to others.

Back around 1987 or so, dues were \$20 and one could be an associate member for \$6. Around 1988 our club t-shirts cost \$4.45 to make and our polo shirts cost \$9.56 to make,

which sold for \$10 and \$15, respectively.

There was (or who knows, there may still be) a Lake MGB Club somehow associated with Minnesota Lake back in 1989 with Sandy Huebsch as Secretary.

I am still trying to make sense and order out of all the past officers, but just as it is now – back in the 90s many club responsibilities always fell to a handful of members – year after year.

Having previously been your newsletter editor for 4 years, old information on the newsletter was of interest to me. I knew we used to mail out the newsletter to the majority of members and it wasn't until around 2005 that the club changed to emailing out the newsletter. By 2004 annual newsletter distribution costs were \$3307. Back in 1997 it cost \$51.20 to mail out 160 issues per month (\$600-\$700 annually). That's 32 cents per issue, it costs between \$1.00 - \$1.50 to mail out a copy today, and \$3.00 - \$4.00 to print a copy. The club used to print its own newsletters at a fraction of that cost. Today it would cost \$600-\$700 per month to

mail out the newsletter to everyone. That is one big example of how inflation works. It is also a lesson in how quickly technology can step in to reduce costs – never mind that pesky little price tag for computers.

Other little items came to light, or partially to light during this final disposition of documentation – such as why did the club ever pay \$311 for shop towels. Must have been one huge tech session!

This gleaning task has resulted in the majority of items being disposed of, but some were retained in a new divided storage folder, like membership lists going back to 1988. I'll hand this all off to our next president some day.

In the meantime, if there is anyone out there that can explain what appears to be a computer punch coded paper tape with 002744 MG BARUDAN-U 3 AUG 1990 on it is or was for – let me know, I'm curious.

Until then – I hope to see you at Brit Fest and/or other club activities, or simply on the road – enjoying the green leaves on all the trees.

See you on the road
Bob (Andy) Anderson
Your President

Madam Vice



I hope everyone is enjoying our

newsletter. Sue Greenway is doing such a nice job and really tries to keep all of us who submit columns and articles on task and on time. I think I held up getting the final product to everyone because my column held her up. Thanks Sue for the great flyers and Gazette that you write, edit, gather and send to all of us.

I don't know how summer has gone so quickly. Seems like it got a slow start and then before I knew it there were school supplies for sale in all the stores and the summer clothes and patio furniture were on clearance. I am trying to have the best of all worlds by spending summer in Minnesota (in spite of my allergies) and winter in Isla Mujeres (more summer). My daughter Holly, from Alaska, was here in July and I sent her home with a huge suitcase of my winter dress clothes. Now my closet is ready for more summer clothes. Holly always looks forward to our time on the island. Even though it is the hottest time of the year, we have the ocean and spent every afternoon in the water.

Two days after Holly went back to Alaska, my grandson Max, from New Mexico, came to spend 8 days with

me. I took him to the golf course for a few lessons and after 15 minutes he was consistently sending balls up and out about 180 yards. I wish I could do that and I have been practicing all summer. It was a busy week but we got a few projects completed at my house (see the photo of Max on the ladder), went to Ruth and Andy's pool party, hit the water park in Northeast Mpls and he discovered a nearby park and some neighborhood boys to play basketball with. I was exhausted at the end of the week but already look forward to next July when they will be back.

It is almost time for Brit Fest, I know because it is always around my birthday. Andy Anderson stepped in to work on this event as the Belongia's are building their new home in River Falls and time is of the essence. There is a flyer in the Gazette and I saw that Sue sent one out this week to remind everyone to put this on our calendars and wash and spit shine our cars. The town of Hudson really welcomes our club and our cars and Dicks Bar and Grill along with other merchants and restaurants look forward to greeting everyone. Come on out on Saturday everyone and join in on the fun and also wish me happy birthday. See you at Brit Fest.

On Friday, August 21, Jim Gevay is hosting another Friday Sundae Drive. Watch for more information and be sure you check out the great drive that Jim has planned. It always ends with an ice cream stop. Only one

more drive in September for this year.

We have more weekends free during August so if anyone would like to host a drive or picnic, let me know. We have had great weather for tops down.

I hope everyone has December 12 on their calendars for the MMGG Holiday Party. It will be at the Lost Spur again (they have great food) and we are open to suggestions for entertainment. If anyone has some ideas, please let me know. Magicians, Rock band, Trapeze acts, comedians or a quiet background radio. I would like to hear from you. My email is dawnbrody70@gmail.com

It's hard to realize that September Fall Colour Tours are coming close so let's enjoy the summer that is left and join the MG events and keep our British cars on the road.



Safety Fast
Dawn

From the Garage



This month I'm going to write about a repair that I did almost 10 years ago to Diane's MGB *Maggie* while we were in the process of taking care of some problems that had crept in during her first season of ownership and use. Diane (my friend then, my wife now) drove her newly acquired MGB hard that first season. It took her literally everywhere she went, just like the cars did for their original owners, and fortunately the car was in a great state of tune. But keep in mind, back in the day, most cars with points ignition systems and carburetors were expected to return to the shop every 12,000 miles or so for a 'tune-up'. The fact that some people ignored these kinds of recommendations as the cars aged led to the reputation of unreliability, because in addition to just being good practice to attend all areas of the car listed on the maintenance schedule, the MG was a bit of a thoroughbred, and all the systems were designed to work in a tight symphony. If ignored or not given maintenance the car often would simply refuse to run.

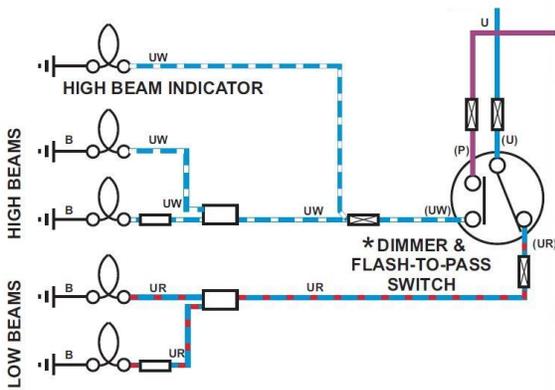
Unfortunately for Diane, she was treating a 35 year old car like it was a new car and though the drive train was in good shape and would respond to a good tune-up, the electrical switches were coming up on their expiration date. My older MG TD, on the other hand, had robust switches made with solid brass contacts set in Phenolic resins throughout its design because that was just the way things were done in the '40s and '50s. The switches on a TD would have been at home in a small shop or power plant; whereas the switches on the mid and later MGBs were designed for light weight and low cost. They were made with thin metals subject to warping under heat loads, and plastic that would turn brittle and crack. So my friend Diane and I were

thrilled that her MGB responded so well to the tune-up that winter (following my old favorite mantra of 'Breathing, Fire, Fuel' in that order) but not so thrilled with what presented itself in the electrical systems in the cockpit.

We could easily replace the voltage stabilizer which was no longer sending an average of 10 volts to the fuel and temperature gauge; and someone in the distant past had converted her oil pressure gauge to the earlier and more reliable mechanical system; but the controls for the heater fan, dipped beams and brake lights would require more thought. The dip switch especially was interesting. To understand how the switch functioned, it is combined with the turn signal stalk on the left hand side of the steering column. On the 1970 it also contained the horn switch as well. Turn Signals were up and down, as normal; for the horn you would push in on the tip towards the steering column; and it was away from the driver for main beam (high beam or bright), towards the driver for dipped (low beam) and momentarily pulled fully towards the driver for 'flash to pass'. That's a lot of functions in a little piece of plastic and metal.

Although the current running for the turn signals wasn't too great, and was intermittent by design by the flasher, the current for the head lamps was another story. At 60 watts of power in each lamp on main beam, and 40 watts each on dipped, there was full 10 amps and 6.67 amps flowing through the switch respectively. Adding in the horns on occasion, and that was another 8 amps or so. Her little switch had had a hard life. As the switch was actuated, and the full current for the lights or horns would pass through the switch, the contacts would burn and arc a bit, creating resistance which would cause a bit more arcing and the cycle would continue until the resistance and heat was great enough to

deform the metal pieces. The switch needed replacement or repair.



A portion of the Advance Autowire wiring diagram for the 1970 MGB. The asterisks means that the dip switch is part of another switch(es), in this case the horn and the turn signal switches as well!

If you examine the dip switch wiring from the Advance Autowire diagram which can be found at

<http://www.advanceautowire.com/mgb.pdf>

you can see that two sources of power are present in the switch, the first is a direct feed from the headlamp switch, which we know from the Lucas wiring color code scheme is a blue (U) wire, it is hot when switched at the headlamp switch, but unfused. It provides the power that is selected in the switch to be sent to the main beams blue with white wire (UW) or dipped beams blue with red wire (UR) circuits. The dip switch moves the toggle 'lever' shown in the schematic to either touch the UW or the UR contacts which means either of those two wires is selected at any given time. We call this kind of switch a 'Single Pole, Change Over (SPCO) Switch. It is similar to a Single Pole, Single Throw (SPST) switches which have an off/on position but in the SPCO case it is an either position. But wait, there is a second power source, and that is the 'hot all the time but fused' purple (P) wire. This wire is shown at a terminal which has a momentary switch, meaning it only

makes contact when pushed in, but in reality, it is always anchored to the (UW) wire, and pushing it in should make momentary contact with the (P) wire.

What happens if you are in the Main Beam mode, and you push the Momentary mode? Well, you can't. By the switch design you

must pass into the Dipped Beam mode before you get to the Momentary mode. In that case you will have 6.67 amps going to the dipped beams, and with the Momentary mode in also you will have another 10 amps going to the main beams. Of course, this is supposed to be a temporary, manual flashing mode, but if you hold it in, the switch can get very hot. And this is exactly what Diane was doing. She lived on a dark road, and the toggle contact to the main beam failed leaving her with no lights at all in the away position, so the last half of a mile or so home, and any other time she needed her main beams, she would simply hold the flash-to-pass Momentary switch towards her and motor along. But she really did want her main beams back if anything for the ease of use (not to mention the other problems I've covered above).

We started by removing the steering wheel because we were changing it out anyway. This isn't totally necessary, but it makes it easier to manipulate things in and out. To remove the steering wheel you remove the center boss, and for many of you, the pencil contact that controls the horn when you have the 'push the center of the wheel' type of switch. Undo the nut that holds the wheel on most of the way, and then with your knees firmly pushing up on the wheel, strike the mostly removed nut with a small sledge, or against two sledges, and the force will deform the column slightly downward. Your knees will hold the wheel in place forcing it upward. The wheel is now removed by taking the nut off the rest of the way. You may want to mark the wheel for reinstallation angle so the wheel and the front wheels are still coordinated

when you put things back together. Now you can proceed as follows.

You probably want to disconnect the ground (chassis) side of the battery. This will prevent any nasty sparks from showing up unintentionally while you operate. There are screws on each side which hold the steering column cowl in place. Specifically, three on the left side and one on the right. Remove the left side first, then the right. You aren't going to be the first person in there, so someone

before you may have omitted a screw, substituted a screw, or even stripped a thread or broken some plastic, so use a mirror and a light to see exactly what your are tackling. Removing the cowl may reveal that it needs some repair, so that is a consideration as well. Work the cowl halves away from the ignition switch opening, and past both stalk switches. If you have the later MGB with the headlamp switch in the cowl, you may need to deal with that as well, or unplug the sliding switch for the dash lights if that is on the left side.



The steering column cowl was damaged with age and from others being in there before me. I had to fabricate some nylon bushes to provide a firm tightening surface to reinstall it, and also replace some of the brass bosses. You need to use your imagination here.

The Turn Signal / Dip / Horn / Flash to Pass (Dip) switch holds the Windshield

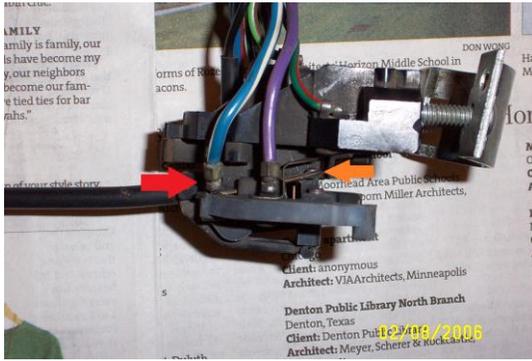
Wiper / Washer / Overdrive (Wiper) stalk switch in place, so remove the Wiper stalk switch first, then remove the Dip switch. Both switches get removed complete with wiring as each is equipped with a snap connector.



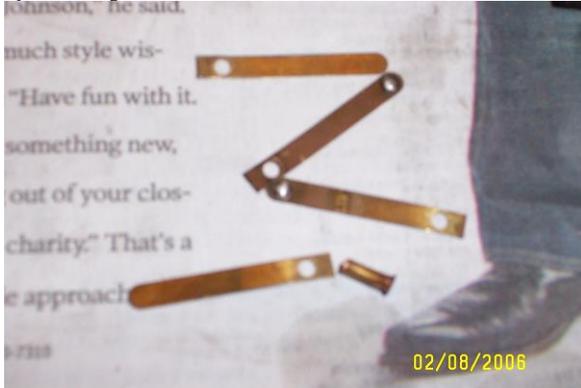
Shown in this picture is the dangling wiper

switch to the right, and the dip switch ready for removal.

With the switch out, you can investigate the problem and make repairs. In our case, the leaves which provide electrical contact to the main beam circuit were warped (orange arrow in picture) and no longer doing their job when in the non-momentary position of sending power to the (UW) wire via the away position of the dip switch. The leaves are held where the (UW) wire is fastened with a rivet (located at the red arrow in the picture). It was simple enough to drill out the brass rivet and remove the leaves, straighten them out, and reinstall with a small brass electrical screw and nut (shown with the green arrow). In the non-momentary position the leaves are in contact with the main beam terminal (blue arrow in the pictures). I also buffed the contacts with a bit of emery paper to clean off the arcing. As a final step I placed some lithium grease (white arrow) to extend the life of the plastic parts.



The failed leaves of the momentary portion of the dip switch.



After straightening the failed leaves they are ready to be reinstalled.



The dip switch momentary portion repaired. Notice the leaves now make contact with the main beam contact.

The repaired switch went in, as they say, in the reverse order of the disassembly, and

Safety Fast!

functioned well for the next several years in all modes. When Diane mentioned one day that she wanted wire wheels, and that she always wanted a white car with a red interior, but had a green car with a black interior; it gave us a chance to go through the entire electrical system, repairing wires and considering the effectiveness of all the switches. Remembering the heat present in the little Turn Signal / Dip / Horn / Flash to Pass (Dip) switch I decided to extend the life of the switch by adding a relay to the horns,

and each of the headlamp circuits. A relay is a heavy duty switch which is activated by a very small current. This takes all the excessive current (and heat) out of the relay equipped switches and greatly improves their reliability. Our Triumph cousins decided that horn relays were a really good thing even on their cheapest and most cheerful little sports car, the Spitfire; and at MG, they eventually added an ignition relay to take the large current for the fuel pump and ignition, not to mention the entire green circuit, out of the ignition switch and into a robust relay instead. So, relays are a logical extension when preserving the breed is one of your main concerns.

If you have questions about your electrical system, or you are unsure of how to trace an electrical circuit or affect a repair, contact a mentor to show you the way. Even 12 volts DC can give you quite a jolt, so study up and make sure you know what you are doing. Soon the mysteries of our MG electrical systems will be something you will be sharing with others.

June's Ice Cream Drive by Jim Gevay

The evening was comfortably warm but with a high overcast. There were some showers SW of the Cities, but none affecting our route. Not a bad start to this year's ice cream drives. We had 10 cars show up, 5 MGB's, 3 MGA's, a Smart car and a Toyota. After we left Applebee's and about 1/3 into our drive I came upon a Police car blocking the country road with cones. I had to turn everyone around and backtrack 3 miles and take another route. Fortunately, I was *somewhat* familiar with a few roads in the area and we came back out on our route at the exact intersection the police had blocked the road from the other direction. I still don't know why a few miles of road were cordoned off. After that, it was smooth sailing and we eventually broke out from under the cloud bank, making it a gorgeous sunny evening drive. The sweet treats at the Dairy Queen were tasty and everyone enjoyed the drive and good conversation. I'd like to thank everyone who came out for the drive, all of you helped make it fun.



Blast from the Past – Chetek 4th of July Car Show



The Garden Party – by Andy Anderson

The 4th Annual Garden & Pool party was a success. The 1st year was excellent weather with quite a showing of guest and a good many in the pool. The 2nd and 3rd years will still fun gatherings but with cold weather at times rain; entering the pool was out of the question. Fortunately, the garden is always a success, with blooms of many colors.

Well this year, with air temps in the 90s and sunny skies –perfect Garden & Pool weather. Yes, some witnessed a brief sun shower that was over before anyone could figure out where the rain came from.

About 20 members of MMGG attend this year’s event; we could have used more people but this size group enabled everyone to sit and chat together. Less than half actually went in the pool but those who braved the bath-like waters of the pool were soon relaxing and enjoying a good float.

The garden cooperated by being in full bloom with a rainbow of colors, even the butterflies showed up to confirm its beauty. There were many requests for names of plant and for seeds. Again, a great MMGG gathering with good friends, good food and natures colors everywhere to enjoy.





GETTING TO KNOW YOU!! FEATURING DAVE AND DIANE VINAR BRAUN



Dave and Diane Braun are Minnesota MG Group members from Webster, Minnesota. Twelve years ago, Diane had just finished helping the dental office she managed build a clinic in Crystal, Minnesota; and Dave did most of the printing and promotion execution for the clinic. They become friends talking about the flying lessons Diane had started at the little fixed based operation which Dave rented airplanes from for his business flying needs. They would occasionally fly together and they liked many of the same things, with the exception of Merlot wine, broccoli and quilting. During one of their meetings at his printing company, Diane noticed the small sports car under a cover in the back of the warehouse and asked what it was. When Dave told her it was an MG TD that he had had since he was very young, Diane confessed that she had wanted an MG since she was a little girl. Dave knew very little about the later MG models, but offered to help her find one if she ever decided to seriously look. A few weeks later she took him up on the offer, and Dave started acquainting himself with the specifics of MGBs, mostly using Lindsey Porter's

excellent guide, and they made their first appointments to visit candidates for Diane to purchase.

The first car they visited was a light blue derelict that didn't get past item 5 on the Bodywork Checklist in Lindsey's book. The sills were gone and were not coming back without a lot of work. She wanted a driving car, not a project. At this time Dave's TD was more in the project stage. In fact, the previous February, blood clots had been discovered in Dave's lung and he spent a week in the hospital dodging his demise. When he emerged from the scare, he knew it was time to restore the TD that he had been ignoring while his two boys were busy growing up and attending school. The front suspension was indelibly stamped in his mind as he had just spent hours refurbishing it, and he was pleasantly surprised to see an updated version of the same suspension hanging from the derelict MGB.

The next car that they visited was a pretty nice car, but the respray to a new color had ignored the boot and the engine compartment detracting from an otherwise nicely finished appearance. They got as far as step 11 in the Road Test section where the little car revealed that a suspension rebuild was in its future, and so for those two reasons Diane passed on that one as well. Diane's son Jay, however, heard about the car from a separate source, bought it and kept it for a few years... and yes, rebuilt the suspension as part of the deal to sell it on!

As they say, the third time is the charm. By this point Diane was becoming more acquainted with the relative value of the various MGB model years and was narrowing her focus on what was important to her. Dave was spending a bit of time at Quality Coaches reacquainting himself with the parts counter there as he scoured sources for the parts needed to rebuild the engine and gearbox for his TD. One day, Val Wallrich pointed out that there was a 1970 MGB, the model with the split rear bumper and equipped with overdrive, for sale at her house. Diane was informed, and soon a test drive was planned. It didn't take Diane long

to fall in love with the car. The only stipulation on the purchase aside from negotiating a price was that she join the MMGG, which Dave already happened to belong to, being one of the original members. The car was basically trouble free except for a balky fuel pump that revealed itself one morning, and Diane called both Dave and her son Jay, and together they cobbled a roadside fix, and her and Jay replaced the pump a few days later. In the meantime she arranged off-season storage for her MGB, which was now known as "Maggie" in Dave's printing warehouse, in the space formerly occupied by the TD which by this time was down to its last nut and bolt and coming back together nicely. By the time the brave little MGB was stored for the winter the car had been driven hard and often by Diane and it was desperately in need of some basic attention. That February was mild, and since it was at Dave's building, together Diane and Dave set the valves, rebuilt the carburetors, timed and tuned the engine, and then set about fixing the problems under the dash and replacing the steering wheel with a smaller diameter one that worked better for Diane's shoulders. Diane later confessed that she was almost sick at the sight of the disassembled MGB, not being totally confident in Dave's ability to return the car to driving condition. However, her fears were unfounded, and Maggie made the trip to Gatlinburg the following summer and continued standing in for Diane's gi-normous Tahoe during the spring, summer and fall.

Diane found a new job in St. Paul and moved to Hastings as she realigned her life sans a husband. After a year of townhome living she found a very nice house and was thrilled to be a homeowner again. It seemed the entire MG club turned out to help her with her move, and Dave figured he would be seeing less of the little car and its owner. But fate intervened and the economic downturn of 2007 and 2008 hit his printing company very hard and he soon was forced to reinvent himself as well, sans wife. As the downturn rippled its way through the whole economy, Diane's job in St. Paul turned into a series of

temporary positions in various dental clinics on the east side of the metro, and Diane no longer felt financially secure. They realized in late 2008 that they could share the small home in Hastings as friends. The downstairs was Diane's. The upstairs was Dave's, where he also kept his office for his expanding engineering consulting business. The kitchen and garage was for both, with a pair of MGs sitting together. *Maggie* was getting a bit long in the tooth, and "Tommy" the TD, as he was now known, became their go-to car for long trips and short drives. Golden Retriever Abbey had the run of the house.

It took a while for Dave and Diane to realize that they were meant for each other, but there are advantages to starting out as good friends and becoming a couple. Diane encouraged Dave to finish and heat the garage and one day she came home convinced that Dave had moved out because the garage was completely empty, but a month later the garage was finished and decorated much to Dave's chagrin in color coordinated paints and wall hangings. Their favorite 'together' past time includes impromptu drives in one of the MGs, both of which are now fully restored as it turned out that although she had an MG which had Rostyle wheels and was British Racing Green over black, what she always wanted was wire wheels on an Old English White over red car. So they set about making it happen, including cruise control and heated seats, among other improvements in the process.

Dave needed a bit more to do as his engineering business grew into aviation design approvals, so he started taking in restoration projects, and mostly SU carburetors, to give him a break from the paperwork demands of the FAA. In the meantime, Diane had a troubling experience with a detached retina, which has made it difficult to work effectively in a dental office or drive to work in some conditions without a spotter, and she was forced into an early job hiatus. The house in Hastings became even smaller when a Triumph Spitfire in dire need of restoration followed Dave home one day and Diane acquired a long arm quilting set up

for her interest in that hobby. So, in one very full year, Diane and Dave sold her home in Hastings; discovered that they always wanted to live on an airpark; found out that they each wanted to get married (to each other no less); bought a house at Sky Harbor in Webster; got married in the empty house with their best friends Mike Speidel and Dawn Williams present; and then proceeded to move in and settle into their new home on the coldest possible day in February. This whirlwind year culminated in a celebration of the marriage and the new home in June 2015 with 200 friends, many of them MG owners. The home has a lovely shop for automotive projects, carburetors still show up announced and unannounced for help, and the aviation work continues to increase. There is an office open to the rest of the house for Dave to work and still feel connected to the busy happenings of Diane. Quilting and sewing have a dedicated room for projects as well. Diane also has her own garage she can keep very tidy for her use, and space outside for planting and exercising her green thumb. Abbey is settled in with the flowers and the space, and the grandchildren they share love coming to visit and playing in the park like setting. A new hangar is in the works, as well as an airplane to share. And as this is being written, Dave and Diane are preparing for their annual pilgrimage to the aviation Mecca of Oshkosh AirVenture where they both will enjoy the sights and sounds of all kinds and

manner of aircraft for several days, mixing business with pleasure.

The MG 'lifestyle' is very important to Diane and Dave. They believe that the best way to enjoy their MGs is to drive them, both on the country roads around their home and on long tours, where they try to stay on the side roads and avoid the interstates. Diane's favorite expression while touring is "You can't see that from the interstate". Dave also enjoys writing technical articles for the *MMGG Gazette*, and most of his pieces are picked up by the *MG Driver Magazine*, the publication of the *North American MGB Register*. But the most important thing is that in their short time together, MGs, MG events, and MG friends have been woven into the fabric of their relationship, and that is something for which they will be forever grateful for a myriad of reasons, not the least of which is the way the little cars helped ignite their mutual friendship in the first place.



Minnesota MG Group Jim Lymburn, original owner 74 MGB

Fellow MGers to the Rescue!



I have always loved the MGB's shape and design which is why I put \$10 down on a teal blue MG with overdrive back in 1974 and picked it up the next week. I chose the blue one because the British racing green car didn't have overdrive. I have taken the B on many trips from one coast to the other and now have 172,000 miles on the odometer.

Joleen and I have been members of the Minnesota MG Group since it started and have enjoyed many events and have hosted a few. (You can blame us for developing MG Bucks.....it seemed like a good idea at the time to increase participation.) We are thankful to have made many good friends over the years through the club's events.

One of the main reasons I have kept the B all these years, aside from the handling and the classic look, is the fraternity of MGers who will step in at any moment to help a fellow MGer in need. These unselfish efforts have

given MG owners a legacy of togetherness not found in many groups.

This brings up the reason for my letter. I recently have had some health issues come up that don't allow me to do everything I've been able to do in the past. I was talking with a few of our MG Group members about replacing the top on my B, as the zip-out back window was bad. I was hoping to get some help because it really is a two-man job. I have done this job in the past but it's been many years.

Before I could say 'Safety Fast' three times, I had MG volunteers to the rescue. On a Wednesday evening in June at Randy's garage, Randy Byboth, Gene Cooper, Dick Walrich and many others (I apologize that I didn't catch everyone's name) expertly stepped in to assist. In the course of an evening, we removed the old top, cleaned the header rail and installed the new top, just before the rain came. My sincere thanks to all who were there that evening to help out a fellow MGer!

When I was at Road America in July for the Hawk vintage races with Brian Redman, I was high and dry and cool in the shade thanks to the MG faithful.

Safety Fast

Jim Lymburn

BRITISH INVASION OF HUDSON

Britfest 2015

Vintage British Car Show



FREE ADMISSION to Show your Car!

August 8th, 2015

on Walnut Street in Hudson, Wisconsin
between 1st and 2nd Streets
(in front of Dick's Bar)

9:00am to 3:00pm

Awards presented at 2:00pm

Cars will be judged by Charity Voting
proceeds benefiting Boy Scout Troop #148

See the areas Finest British Car Marques and Clubs

Attention British Bike Clubs/Owners!
You are also invited & encouraged to participate!



111 Walnut Street
Hudson, WI 54016

for more information contact Bob "Andy" Anderson - 651.439.6876



The MG Girls' Corner



MG Girl's Luncheon

Tuesday, September 1st

Lunch and Shop - Anoka and The Mad Hatter

1632 S. Ferry St., Anoka

Plan now!! FIRM COUNT NEEDED by August 27th

Please RSVP to Elena - elen2b0916@comcast.net

Queen of Hearts Tea

Please allow a minimum of 24 hour advance notice; however, many of our seatings book several weeks in advance.

**Queen of Hearts
Four Course Tea**
\$30 per person (Gluten Free \$40)

TIME TO READ!!

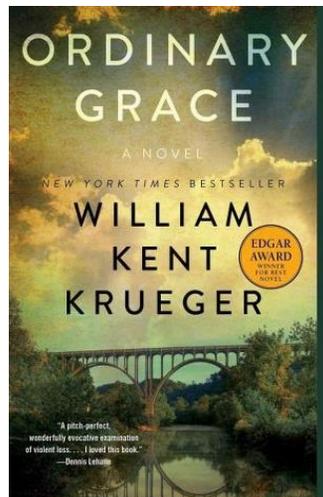
The MG Girls Book Club meeting will meet be on Sunday, August 9

Diane (Vinar) Braun's home

3113 Cass Trail, Webster, MN.

We will be discussing "Ordinary Grace" by William Kent Krueger.

Please RVSP to Diane at dmvinar@yahoo.com or (763) 438-6199.



*Saturday August 15th
After-show Party at Steve Byboth's
and*



Sponsored by Anoka Wrestling Group

Car Event:

Downtown Anoka

Starts at 5 PM

Arrive at 4:30 to ensure parking together

<http://www.anokaclassiccarshow.org/>

After Party:

7:30ish

937 94th Avenue N.E.

Blaine

Bring your beverage of choice and any snacks you'd like.

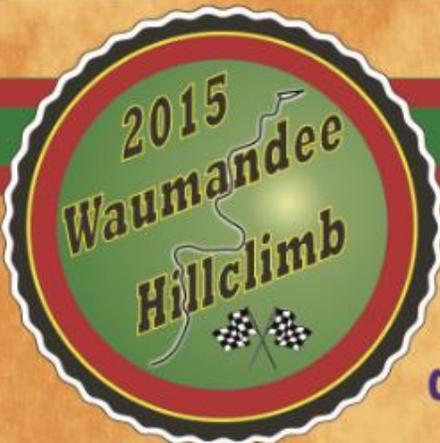
Questions: Call Steve

763 670 2851

Friday's Sundae Drives for August 21st

"The Lakes Tour" we pass within sight of or drive partly around 7 lakes on this drive. Starts at Kowaliski's Market, SE parking lot, 4391 Lake Ave So. just off Highway 61 in White Bear Lake to Dairy Queen 625 Apollo Dr. in Lino Lakes Drive starts at 7pm. [763-780-8140](tel:763-780-8140) jgevay@msn.com





The Minnesota Austin-Healey Club Invites You

September 25-27, 2015

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1985 and older

New for 2015:

Car Show by the Finish Line!



2.3 miles

18 turns

430-foot ascent

Agenda for the weekend in Alma and Waumandee:

- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and free beer!
- Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

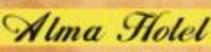
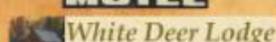
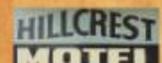
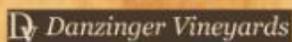
Advance registration required: Deadline Sept 23 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver	Waumandee 2015
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
Award banquet dinner(s) at \$20 each = _____	
Staying overnight in hillclimb paddock \$20 _____	
Total payment \$ _____	

Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.



BLUE DOOR INN



Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net



MMGG 2015 Calendar of Events



(BLUE TEXT INDICATES HYPERLINK TO WEBSITE OR EMAIL ADDRESS)

Date	Event Location, Details and Contact
Saturday August 8	Brit Fest Vintage British Car Show Hosted by: MMGG members Andy Anderson. Location: Downtown Hudson, Wisconsin.
Saturday August 15th	Anoka Classic Car Show And "AfterParty" Hosted by: Steve Byboth Details within
Friday August 21	MMGG Friday Sundae Drive Hosted by: MMGG Member Jim Gevay.
Saturday September 12	Wheels and Wings 
Monday Sept 14	Bi-Monthly Officers Meeting Location: Shamrock's Bar 995 West 7 th Street, St. Paul, MN – 6 PM – 8 PM Open to all MMGG members.
Saturday September 19	MMGG Drive Hosted by: MMGG member Andy Anderson (Rain day September 20)
Friday September 25 – Sunday September 27	Waumandee Hill Climb Hosted by: MN Austin Healey
September 27	InterMarque Picnic Hosted by: MMGG and the Vintage Foreign Motorcars of the Upper Midwest. Location: Cherokee Park 700 Cherokee Heights Blvd, St. Paul, MN For more information visit: www.intermarque.org
Saturday October 17	MMGG Fall Colour Tour Hosted by: MMGG Members Steve and Diane Rindt.
Saturday October 24	MMGG Halloween Party Hosted by: MMGG Members Bob and Lorie Jensen.
Saturday November 14	MMGG Annual Business Meeting
Saturday December 12	MMGG Holiday Party

Saturday Morning British Breakfast at the Elsie's Bar and Grill	East Ender's Saturday Morning Breakfast at the Sail Away Café
Open to all lovers of British cars. New Location Elsie's Restaurant and Bar Time: 8:30 a.m. to 11:00 a.m. (Most people get there early). 729 Marshall Street N.E., Minneapolis, MN 55413	Groups of MG'ers have started a semimonthly East Enders Breakfast group. For those MG (and any other) enthusiasts that want breakfast a little later and not have to drive to Minneapolis. Join us on the 1st and 3rd Saturdays each month, 9 a.m. 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.

MMGG Technical Advisors



Electrical - Jeff Schlemmer jeff@advanceddistributors.com	T-types - Bob Figenskau (952)935-7909
MGA - Brian McCullough brian@bmcautos.com	Tech Coordinators - Bruce Anderson - 612-770-7093 Bruce.A.Anderson@hotmail.com
MGB - Randy Byboth W1979MGB@comcast.net	Randy Byboth – 952-936-9335 W1979MGB@comcast.net
Midgets - Brian McCullough (651)462-0145	Steve Nichols – 612-306-1022 seedguys@msn.com
Triple-M - Lew Palmer (651)436-7401	Bodywork – Open

THINGS FOR SALE, SERVICES AND WANTED

Minnesota MG Group member 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 will be listed.

Cost for commercial ads is 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 money to Sue Greenway 8246 Oregon Road, Bloomington, MN 55438. Make checks payable to the MMGG. Send ad to smgreenway1@gmail.com. If you are a member, please indicate this when placing the ad or notice. Please also provide your full name so information can be verified.

**MMGG will not sell your information or share it with third parties
for marketing or other purposes.**

Quality
COACHES
Quality Service and Restoration
EST. 1972

AUTHORIZED MOSS PARTS DISTRIBUTOR
We stock parts for MG - Triumph - Austin Healy

612.824.4155
quality-coaches.com

40 YEARS - Foreign & Domestic maintenance & repair
20 W 38th St (38th & Nicollet) Minneapolis, MN 55409

Follow us!
f t

BMC British Automobile
BMCAutos.com

6810 225th Ave NE, Stacy, MN 55079

- Full Restorations, Drivers to Concourse
- Repair and Maintenance
- Vehicle Alterations and Upgrades
- Motor and Driveline Conversions
- Online Conversion Store

Proprietor: Brian McCullough
Brian@BMCAutos.com

651-462-0145



4271 North Shore Drive, Eau Claire WI - 54703
Lowest Shop Rates in the Area
- Steve Rindt 715-456-1174
www.eauclairebritishcar.com


North American MGB Register

The only MEMBER-RUN organization for MGB, Midget and 1100/1300 owners

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- Dash plaque • Membership card
- Window decal • Six bi-monthly issues of 64-page MGB Driver magazine
- Annual national convention - a four-day MG party!

North American MGB Register
PO BOX 876 • Downers Grove, IL 62897-0876
Toll-free phone/fax: 800-NAMGBR-1
www.namgbr.org

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.**





Introducing our second location!

We have just expanded our room and now offer British Car Storage at our new location North of Forest Lake between Wyoming, MN and East Bethel. We will remain in the shop most are familiar with but in order to serve our clients better, we have decided to offer the expanded facilities. Save yourself a costly tow in spring and store your car with BMC this winter and we will start your car for its spring awakening and ready it for your pickup.

Whether you require winter maintenance and need your car in an accessible location or simply need storage, contact Brian for reservations and further information.

brian@bmcautos.com, Ring: 651.400.0145

R&C Detailing , LLC

Professional Buffer & Detailer

4052 Mica Trail

Eagan, MN 55122

cynbad87@q.com

Office 651.681.8040

Cell 952.220.5779

Bob does professional buffing & detailing
for Barrett Jackson Auctions.

Show Your MG Group Pride With a Custom License Plate Frame From Preferred License Plate Frames

We guarantee that no one makes a better frame.

Our frames are cast using rust proof zinc. Next we powder coat each frame to give it a strong, durable finish. Once the frames are ready our graphics department prints your customized images on 3 mil. adhesive vinyl and then applies a UV resistant laminate, protecting the color and clarity of the image for many years to come.

- **Tough & Durable Metal, Not Cheap Plastic**
- **Made in the United States of America**
- **Create Your Own Custom Frame Design**
- **Order Online at Our Web Site**
- **Additional Colors & Styles Online**
(Cars, Sports, Animals, Boats, etc.)



**These Frames Make Great
Gifts Anytime of Year!**



\$19.99

Plus Shipping & Handling
MN Residence Add 7.275% Tax

Preferred Sign & Graphics
Our graphics department has the ability to print and cut a wide range of materials. Our 60" Roland Versa-CAMM VS-640 printer/cutter can handle jobs both large and small. We can produce automobile, truck, or boat wraps, stickers & decals, magnetic signs, cut vinyl lettering, and see through window graphics. See us on the web at www.preferredsignandgraphics.com.

Preferred Powder Coating
Our facility in Rogers, Minnesota is well known for being large enough to handle any size job. We work with all types of substrates including steel, aluminum, stainless, cast iron, zinc, and aluminum die castings. From frames to wheels, we can handle any of your automotive powder coating needs. See us on the web at www.preferredpowder.com.

13251 George Weber Drive, Rogers, MN 55374

www.PreferredLicensePlateFrames.com



MIDWEST MOTOR SPORTS, INC.

728 8th Avenue South
Sauk Rapids, MN 56379

(320) 251-0676

SPORTS CAR SPECIALISTS

www.sportscarguys.com

Brighter & Safer Brake, Parking & Turn Signals

LED's use less power, last longer and are seen better than standard tail lamps. Unlike some older type tail lamp bulb replacements, these are actually cooler and will not damage the lens.

LED's for British Classics can be purchased here:

<http://www.bmcautos.com/led>

1978 MGB

\$7000.00

Leyland White

Media-blasted and powder-coated wire wheels

About 55,000 miles

No rust

Recent top, interior carpet, and seat covers

Have trunk carpet (not installed)

Miscellaneous period advertisements and a brochure

E. Varoli steering wheel (I also have the stock steering wheel)

Tires have decent tread

Email mplsmouse@yahoo.com or call [612-963-4460](tel:612-963-4460) for more information



REGALIA

Shirts in various styles and colors with custom-embroidered Minnesota MG Logos are now available for ordering. Items can be picked up at the next event or shipped directly to the address you specify. A shipping & handling fee of \$5.00 will be added. Add an additional fee of \$3.00 if you want your name stitched on your purchase. To place orders contact Jennie Anderson at jasweets55@gmail.com Phone: 952-854-2505



MG Girl Tank Top
\$12.50 ea (MMGG Members)



MG Girl Patches
\$14.00 ea



MMGG Patches
\$14.00 ea



MMGG Tank Tops
\$12.50 ea (MMGG Members)



MMGG Polo Shirts
for men or women
\$24.00ea to



MMGG hats
\$15.00 ea



MMGG Sweat Shirts
\$28.00 each



MMGG Blanket
\$20.00 each



MMGG Denim Shirts
Long and Short Sleeve
\$35.00 each

Ask Jennie Anderson to see the various styles of Jackets (Summer/Fall and Winter) - Hats (Baseball, Stocking Caps, Visors) - T-Shirts Short/Long Sleeve, Tank Tops, Denim Shirts Short/Long Sleeve, Polo Shirts, Dress Shirts, Sweat Shirts Plain/Hooded, Pullover/Zipper. Jennie Anderson jasweets55@gmail.com or Phone: 952-854-2505

Minnesota MG Group Membership Form

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 the spring MMGG Spring Kick-Off Brunch, typically held in - March of each year. 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, renew or change your membership.** Please complete this form and include a check for \$35 (or \$30 if paying before or by the day of the MMGG Spring Kick-Off Brunch).

Check Box if you DO NOT want your name, address, phone number and email information available in an MMGG Members' Roster.

Check Box if you DO want your name, address, phone number and email information available in an MMGG Members' Roster

Check this box if this is a renewal and circle any changed information.

Not indicating a preference will result in your information being added to the roster.

MMGG will not sell your information or share it with third parties for marketing or other purposes.

**Mail this form to:
Minnesota MG Group
c/o Steve Greenway,
8246 Oregon Road
Bloomington, MN 55438**

**Make Check Payable to:
Minnesota MG Group**

If you have any questions please contact Steve at 1974GreenMGB@gmail.com

Name:	Spouse/Partner's Name:
Address:	Address:
City:	City:
State & Zip:	State & Zip:
Telephone:	Telephone:
Email:	Email:
MG's Owned:	MG's Owned:

Please list other MG club affiliations or memberships: (i.e NAMGAR, NAMGBR, MGCC, etc.)
