



# GAZETTE

**Visit us on the web at: <http://mn-mgggroup.org>**

### Upcoming Events Details Within

DATE	EVENT	LOCATION
March 9; 6 PM	MMGG Quarterly Meeting	Dick's Bar and Grill in Hudson
April 1-2	John Twist Tech Session	Quality Coaches
April 8, 10 AM	Spring Kick-off Brunch	Embassy Suites Bloomington

### WELCOME NEW MEMBERS:

**Dan and Dawn Lisson of Inver Grove Heights. Proud owners of a 1979 MGB!**



Photo Credit  Brian Bunne Broughten

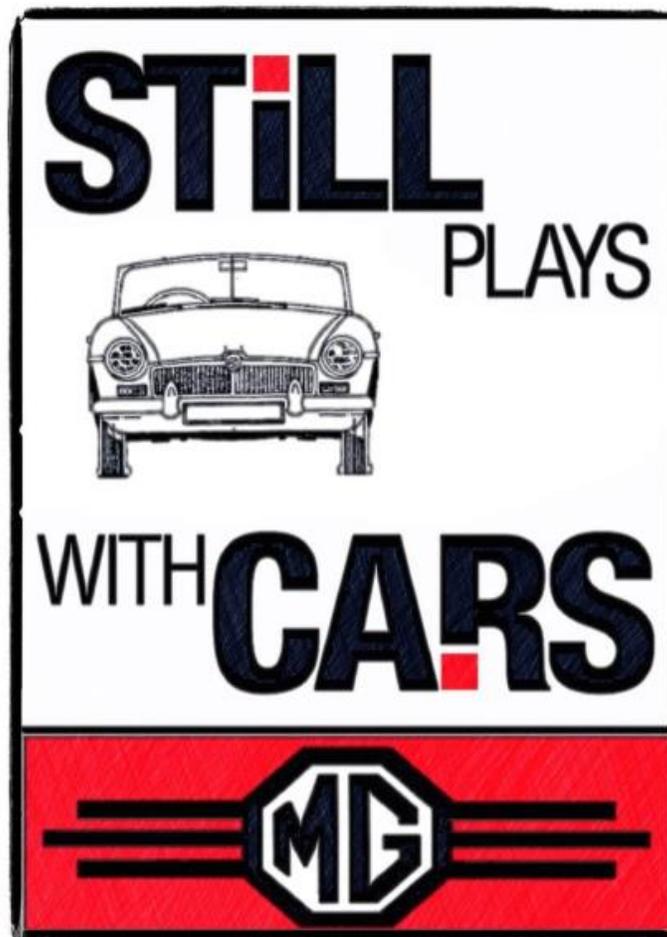
**Minnesota MG Group Officers  
Executive Board**

Name & Title	Phone Number	E-mail Address
President – Gene Cooper	612-310-1167	<a href="mailto:mgbcraz@gmail.com">mgbcraz@gmail.com</a>
Vice President – Diane Rindt	715-379-6001	<a href="mailto:drindt4271@yahoo.com">drindt4271@yahoo.com</a>
Past President - Bob (Andy) Anderson	651-439-6876	robtwander1@juno.com
Treasurer – Steve Greenway	715-418-9481	<a href="mailto:1974GreenMGB@gmail.com">1974GreenMGB@gmail.com</a>
Secretary – Elena Biessener	651-337-0681	<a href="mailto:elen2b0916@comcast.net">elen2b0916@comcast.net</a>
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Webmaster – Jim Gevay	763-780-8140	<a href="mailto:jgevay@msn.com">jgevay@msn.com</a>

**Minnesota MG Group Coordinators & Representatives**

Name & Title	Phone Number	E-mail Address
New Member Coordinator- Jon Bergquist	952-758-6070	jonbergquist1116@gmail.com
InterMarque Rep. - James Pennoyer	763-536-5472	<a href="mailto:mgadriven@yahoo.com">mgadriven@yahoo.com</a>
Tech Session Coordinator		OPEN
Minnesota MG Girls - Elena Biessener	651-337-0681	<a href="mailto:elen2b0916@comcast.net">elen2b0916@comcast.net</a>

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.



## Thoughts from the Boss!



### Greetings and salutations!

Greeting from Sunny Prior Lake. Whistle-pig shadows be dammed; I don't think winter can hurt us anymore.

I do hope I have not put a pox on our Spring driving and Kick-off Brunch but I can really get used to these "winter" temps. Garage door open work on you MG in February is a good thing.

By the time you are reading this we all should be recovered from enjoying our Boot & Bonnet Pub Party. Nothing like a visit with fellow sports car drivers and navigators to remind everyone of the things they want to do before the driving season.

So speaking of things to do to your MG lets be thankful of all the resources we have here in town when it comes to your car. Through the club we have several people that can recommend vendors and suppliers of both the parts you need and the things you want. And if you are not handy we have service providers with mechanics experienced with British cars. A far difference from the parts store counter person asking you how do you spell MG or who makes it!

So now you have checked your car over, charged the battery after its winter sleep, rechecked the oil level you just changed 4 months ago, confirmed the carburetor dampers have oil and polished it up. Time to drive it!

Keep the garage door open or your MG on the drive. Tell the neighbors kids of glorious stories of sunny days with the top down. The thrill of carburetors, not fuel injection, and the art of a manual choke. I wonder if when our car won't start but the fuel pump is working is the fuel system, a constant-depression design,

the reason some are so gloomy. The things we can learn!

[https://en.wikipedia.org/wiki/SU\\_Carburettor](https://en.wikipedia.org/wiki/SU_Carburettor)

So looking forward we hope to have a great driving season starting with the Kick-off Brunch. Before the Kick-off we will have our first MMGG meeting of 2017. Please plan on attending Thursday March 9th, at 6pm. We will be meeting at Dick's Bar & Grill. 111 Walnut St Hudson, WI 54016 phone (715) 386-5222

Dick's is the major sponsor of Brit Fest in August. This year on August 12<sup>th</sup> from 8a-12:30. Come for the car show, stay for the \$2.25 Bloodys & Mimosas served 8am-4pm!

At our meeting we will talk about the clubs upcoming driving season and any event changes to the calendar. Also we will get a report of the club finances. Have you paid your dues yet? If not please post them off straight away.

If you must talk sports car I'll remind everyone about the **Multi-Marque Breakfast EVERY SATURDAY MORNING!** 8:30 a.m., Elsie's Restaurant Bar and Bowling, 729 Marshall St N.E., Minneapolis, MN 55413. Everyone is invited! Special room for the auto-afflicted. Navigators are invited too every Saturday, but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Map to the Elsie's at <http://elsies.com>

Again let me remind all to attend our first 2017 business meeting or send an officer your thoughts to be discussed. Remember this meeting is open to all members. Come and listen and/or raise issues, ask questions – or simply sit back and have a refreshment of your choice or food while the rest of us dream of sunny days.

Hope to see you there.

Cheers, Gene

## VP's Corner



As I write this article we are still in the month of February but I know this won't be published until March. The good news is spring will be here soon. Only twenty days until the grass is growing and the birds are singing, right? I sure hope so but spring usually doesn't arrive on its due date in Minnesota or Wisconsin. Let's cross our fingers and maybe this year we'll get lucky.

I'm certain the Bonnet and Boot Party was a success, be sure to check out the review and photos in this newsletter. Thanks for hosting this gathering Joan and John!

Wondering what I should write about this month I decided to share with your photos of a TR6 engine that came into *Eau Claire British Car* for a re-build. After Steve and Luke pulled the engine from the car and removed the valve cover I was shocked at what they had found. This particular cylinder head assembly had broken springs and the oil was nasty, there was even rust on some of the parts.

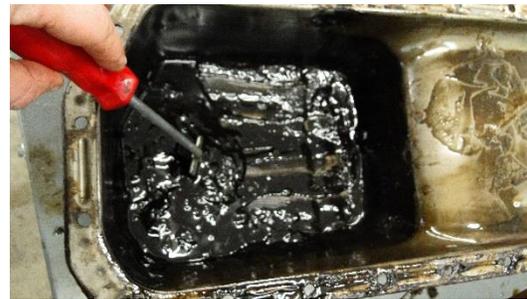


*(Photo of broken rings)*



*(Photo of how nasty the oil was)*

Of course my first question to Steve was, "Didn't this guy ever change the oil?" Below is a photo of the oil pan. It was the consistency of tar.



*(Photo of inside the oil pan)*

Steve said, "It sure looks that way, but there's probably more to it than not changing the oil. Once the machine shop hot tanks the block they'll do a pressure test to make sure there isn't a crack." Luke was suspect that there was a crack somewhere because when he removed the push rods he thought he saw anti-freeze. A couple days after the engine went to the machine shop they called and verified the engine did indeed have a cracked block. Steve told me a cracked block isn't very common but a cracked cylinder head is.

Thinking back years ago we had a Dodge mini-van and one day while I was on my way to work it started to huff and puff a thick white cloud out of the tailpipe. Wouldn't you know I had a blown head gasket. Now I'm wondering, what should an MG owner look for if they have a cracked cylinder head? I

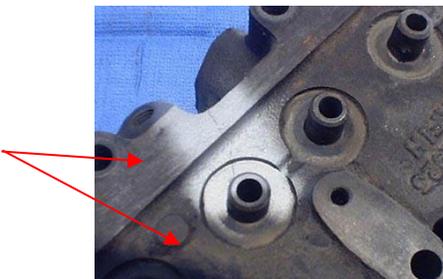
asked Steve, he listed the most common symptoms and now while I'm writing this article (as not to miss anything) I did what any MG Girl would do. I Google it! I found a good website [www.flowspeed.com](http://www.flowspeed.com) that had an article on *MGB Cylinder Head Crack Locations*. What you read below is some of the information I read from the article.

*Symptoms of a cracked cylinder head are identical to those of a blown head gasket and include engine misfires, low coolant fluid with no apparent puddle under the car, and the seemingly unexplained presence of coolant fluid in engine oil. (Oil color will be more like chocolate milk).*

*Thin, white smoke coming from an exhaust pipe usually indicates normal condensation buildup in the exhaust on a cold engine, but thick, white smoke can indicate a problem like the engine burning coolant, a cracked engine block, a blown head gasket or damaged cylinder head.*

*It's no secret that MGB cylinder heads are prone to cracking and as these heads become older, the situation becomes worse. Past overheating problems and thermal cycling from short periods of warm up and cool down all stress the casting in different ways. While many methods of crack detection exist, knowing where cracks are most likely to form is still your best bet toward finding them.*

*The photo below is the most common crack point to afflict all models of MGB cylinder heads. Water leaking externally above the sparkplug hole and water leaking into the rocker cover area. A repair in this area never last, so heads like this are junk.*



(Photo of crack above the sparkplug hole)

*The photo below displays cracks most often found when a head has been overheated. The machine shop will look for this one before even removing the valves. Again this head is junk.*



If you're interested in the complete article go to [www.flowspeed.com](http://www.flowspeed.com)

Now, even if you knew it before it's been confirmed - it's imperative you don't let your MG engine overheat!

Please keep in mind it's possible your MG could display some of the same symptoms as a cracked cylinder head but you just have a leaking head gasket. A good place to start is doing a visual inspection of the right-hand side of the engine. These engines were prone to weeping coolant on the right side. Later *Payen Gaskets* have compensated for this problem and it shouldn't be a problem if your engine has been rebuilt recently and they used a *Payen Gasket*.

Now back to spring almost being here. When you get your car out of storage, be sure to go through the basic checks before you get back on the road.

Without going into a lot of detail here is a short checklist I use.

### **1. Check the Oil**

Pull the dipstick to see if the level is correct and I'm assuming you changed it before you put it into storage. If you didn't, change the oil (along with the oil filter) do it now! Don't skip this step; fresh oil is a cheap insurance for the health of your engine.

## 2. Check the Fluids

Check the level for coolant. If the coolant is low look under the car for a puddle or signs that there was a puddle. It may be as simple as tightening a hose clamp, be sure to check for cracks in the hose just around the hose clamp.

Check brake and clutch level. Hopefully during the winter months, you had access to your car and you were able to exercise the clutch and brake pedals. The purpose of exercising the pedals is to maintain the seal's integrity so as not to have to bleed the hydraulics system come spring.

## 3. Battery

No battery will hold its charge forever. If you don't use a battery maintainer, you're best to remove it from the car and reinstall it fully charged in the spring.

## 4. Tires

Make sure to check the tire pressure, as it will be low from sitting all winter.

Well that about wraps it for the V.P. Corner for March; make sure you don't miss any of the events in April. First the tech session with John Twist at *Quality Coaches* (April 1<sup>st</sup> through 2<sup>nd</sup>) in Minneapolis, then the *Kick off Brunch* (April 8<sup>th</sup>) in Bloomington followed by another tech session at *Midwest Motor Sports* (April 22<sup>nd</sup> or the 29<sup>th</sup>) in Sauk Rapids, MN.

## Editor's note – Guest Author



I'm please to introduce to you **Reuben Tang**, a member of the Toronto MG Club. Reuben has compiled a multi-part labor of love for the MG. His compilation is entitled: The "MG" a Brief History and Basic Introduction to the 3 C's: The Company, the Cars and the Culture. You'll see Part One in this month's newsletter and the remainder over the course of this summer. Hopefully Reuben will make his way south from Toronto to Rendezvous in June and we can all thank him then and in person for his contributions!



Join the Board for an evening of fun and frivolity at Dick's Bar and Grill in Hudson.

111 Walnut Street

Thursday, March 9  
6-9

We'll discuss summer events and any other flights of fancy!

## The “MG”-

A brief history and basic introduction to the 3 C’s:

### The Company, the Cars and the Culture.

Compiled by Reuben Tang

**Acknowledgements:** I cannot claim to be the “writer” of this article; but more of a “compiler” really, since all the information provided here has been gathered from numerous sources as I researched MG cars when returning to the subject of cars after a 49-year hiatus, last owning a ‘49 MG TC back in 1964. Those sources include “The Classic MG” by Richard Aspden; “The Sprites and Midgets” by Eric Dymock, the websites of The MG Car Club, UK; The MG Owners Club; Wikipedia; photographs from Encars globe website, and others. Wording may have been altered from the original sources to facilitate the flow of content from one selected section of information to another but the intent is to maintain the sense of its original context. Any incorrect interpretation is the responsibility of this “compiler” of the article. Intended as personal research into the **broad history of the Company, the Cars and the Culture**, details such as specific gear ratios, torque values, piston diameter and stroke length etc have been omitted from the text except where specifically relevant as an introduction to the MG without being too heavy on detail. Internet references used are provided in the text and on the last page of this series for readers seeking more information to fill in the gaps. It is intended to present this compilation in Five Parts in the Octagon Newsletter of the MGCCT.

## PART ONE:

### **The MG Car Company: Background & Culture of Racing and Competition:**

The “MG”Car Company Ltd evolved as an offshoot of Morris Motors Ltd., the car company created by William R Morris at the turn of the century before World War 1.

The MG sportscar was the brainchild of the highly creative Cecil Kimber, who, while working as General Manager of Morris Garages Ltd, developed and produced the special (racing) trials car “Old Number One” in 1924/25, a radical deviation from the “saloon car” focus of William Morris, and this gave an indication of the performance-oriented direction in which Kimber truly wished to go. Kimber eventually convinced William Morris to finance the offshoot and the “MG” (derived from Morris Garages) officially came into being as a separate entity on July 21, 1930, when it was registered as the MG Car Company Ltd. with Kimber as Managing Director.

The engineering team headed by Kimber and responsible for product development at this crucial start-up period were: H.N.Charles,

Reg Jackson and Sid Enever, of whom you will hear more later.

Kimber and team got to work with a vengeance and in 1931 MG beat out Austin to be the first to hit the 100mph milestone in the 750cc category, on February 26, 1931. Emboldened by that success, Cecil Kimber launched a full frontal assault on the prestigious Brooklands Double Twelve race, entering fourteen C-Type Montlhery Midget MG’s, designed, developed and produced in two months. These MG’s took the first five places and the Team Prize in the 750cc category. The rest of 1931 was a series of first, second and third prizes in premium competition events in Britain and Ireland. A successful racing heritage was born, in performance sports cars priced within reach of the middle class motoring enthusiast.

Building on this racing success, Cecil Kimber turned his attention to production MG’s, which lacked the glamour of the racing circuit. The result of his attention was the road version of the J2 in 1932. This beautifully styled 2-seater with long louvered hood, cutaway doors and slab gas tank was inspired by the

works racing cars, striking just the right note and captivating life-long fans for generations of MG sports cars. Derived from the C-Type engine, the J2 had a 847cc capacity, fed by twin carbs and gave 36 bhp at 5,500 rpm with a top speed of 70 mph plus.



*The MG J2 but in racing mode in which it was often seen.*

A new range also followed known as the Magnette, powered by a 1087cc six-cylinder engine and providing for both the road and the track, it was designated the K-Type.

The new range of Magnas and Magnettes had quite a baffling range of options in bodies, chassis, transmissions and engines (in both K1 & K2 road format). The success of the range was phenomenal, especially in K3 racing format with blown 1100cc engines and became stars on the race track in 1933, performing with distinction in the Monte Carlo Rally, the Mont des Mules hill climb and in the classic 1,000 mile race of the Mille Miglia, bringing home first and second in their class and the Team Prize. In this latter race the MG's beat out the twin OHC 1100cc Maseratis which blew up trying to keep up with one of the MG K3's. That year of 1933 saw MG win in other parts of the world stage of motor racing, including the Class win at the Avus Circuit in Germany, Class win at Le Mans, Class win at Nurburgring and in July the K3 again beat out Maserati by winning the Coppa Acerbo Junior on its home ground in Italy.

*(It should be noted that while the name, Magnette, was again used for the 1953 – 1958 ZA and ZB series the latter was treated as a separate series).*



*MG K3 Magnette, Mille Miglia Racer (replica) 1933.*

*(photo acknowledgement: Image by Lars-Goran Lindgren)*

The following year, 1934, racing success continued on the tracks at home and around Europe, but while the J2 was selling well on the showroom floor, most other models were considered by the buying public as too expensive for their class. Cecil Kimber needed to come back to the business of selling cars – racing was not leaving enough time to attend to the marketing on the showroom floor. Lack of commercial success prompted William Morris, later to be titled Lord Nuffield, to sell the independent MG Car Company Ltd to become a part of his Morris Motors which was under the managing directorship of Leonard Lord, a hard bitten businessman who had no time for the racing scene, considering it a waste of time and money.

The consequential announcement that MG was withdrawing from racing was received with astonishment by its adoring followers. Leonard Lord set out to reorganise the MG Car Company into a more profitable business. Its new focus would be to create up-market versions of existing models or in development within the Morris Motors umbrella, utilising common parts, tooling and manufacturing plants. Cecil Kimber was demoted to General Manager. Relegated but not cowed, Kimber applied his considerable talents to implement the new management philosophy, while quietly using his influence to maintain a continued association with the Midget Sports car.

On the up-market operation he quickly organised his design and development team to

produce the MG SA in 1936. This upscale auto was powered by a pushrod six-cylinder, 2062cc Wolesley-engine which, with twin SU carbs produced 75 bhp at 4,300rpm, giving 85 mph top speed. Its bodywork was a quite large stately 4-door sports saloon and it compared not unfavourably with the 2.5 liter SS Jaguar which was launched about the same time. Unfortunately due to a delayed production program, delivery into the hands of waiting customers was six months late and Jaguar stole the momentum hitting the market. In the same year of 1936, Kimber brought out the 1.5 liter MG VA. Its styling resembled the SA and was offered as a Saloon, Convertible or Tourer. The engine was a four-cylinder pushrod OHV, 1548 cc twin carb engine giving 54 bhp at 4,500rpm with a top speed of 75 to 80mph.

Comparing this VA to its equivalent 1.770 litre Jaguar, the 1548 cc MG VA produced a superior performance. The 2.6 liter WA followed in 1938 using the SA bodywork but with an SA / Wolesley engine bored out to 2.6 liter to produce 95 bhp and a top speed of 90 mph and was also offered as a convertible or tourer. These big MG's targeted the upper-end market of course, while fractionally undercutting Jaguar's equivalent.

During this period, while serving the new company philosophy and banned from direct racing involvement, Kimber did however provide works support to private teams driving and enhancing their MG's for competing in 'Reliability Trials'. The lure of competition was very strong in Kimber and his support of private teams in competition enabled enthusiasts such as the Cream Crackers and the Three Musketeers to become almost unbeatable in their MG's using PA's and PB Midgets in the 750cc class, or blown K3 and NE Midgets with engines bored out to 1408cc for the 1.5 litre class.



*1936 MG SA Sports Saloon*

*1939*

*MG VA Convertible*

Cecil Kimber also launched the MG TA at this time which provided these enthusiasts with a further option in the 1500cc class. This TA was also the first in what would evolve into the beloved T-Series. In 1939 Kimber brought out the TB with a 1250cc engine based on the Morris 10/4 and which produced a top speed of 77mph. However these activities did not enhance Kimber's relationship with his employers and after war with Germany was declared in 1939 things came to a head. Senior management interpreted Kimber's individually going after a government aircraft contract as stepping out of line with the Morris group's new policy of centralised control of its war effort and Kimber was sacked.

This was a tragic waste. He went on to serve in trades associated with the motoring industry but did not live to see the end of the war nor to contribute his superb abilities and skills to the post-war rebuilding of the auto industry. He died on February 4, 1945 in a rail accident. He was 56 years of age.

*The next issue of this compilation, Part Two, will cover the TC, TD and TF together with stablemates the ZA & ZB Midgets.*



## Boot & Bonnet Pub Party Re-cap

It was the perfect evening for a drive to the Petroff's Bonnet and Boot Pub Party!



Their house was full of positive energy, people gathered in the living room, dining room, kitchen and the study. Car club members (thirty six or more) were engaged in laughter and story telling while sipping on various kinds of adult beverages. In the kitchen there was a large assortment of food on display many delicious hors d'oeuvres, you name it – it was there.



Everyone enjoyed talking about the upcoming driving season and updated each other with these latest happenings.



Many thanks to Joan and John

### Upcoming Events!



**John Twist Seminar hosted by Quality Coaches  
April 1-2**

**Reserve your spot now by calling  
612-824-4155**



ANNUAL **SPRING KICK-OFF**



**Saturday April 8, 2017**

*Celebrate the beginning of the driving season!*



DOOR PRIZES

Embassy Suites  
2800 American Boulevard West  
Bloomington, Minnesota, 55431



DOOR PRIZES

**Socialize 10:00am – 11:00am**  
**Brunch at 11:00am**

**\$18.00 Per Person, pay at the door. Please make reservation with Diane Rindt at [drindt4271@yahoo.com](mailto:drindt4271@yahoo.com) or 715-379-6001**

**by April 1<sup>st</sup>**



*Safety first!*



**Drive your car that day and have your name go in for a special drawing!**

*Safety first!*



# Spring Chicken Drive

## Saturday May 27, 2017

Join us on the first drive of the season. Travel on some of the most beautiful country roads in Wisconsin with rolling hills, spectacular bluffs, scenic rivers and picturesque countryside. All roads will be paved and are guaranteed to be full of twist and turns.



- Saturday morning meet at the *Family Fresh Market* parking lot in Hudson, WI at Address: 2351 Coulee Rd, Hudson WI, 54016  
*Arrive early to get a cup of coffee and a sweet roll at the Caribou Coffee Shop.*
- The drivers meeting will be at **9:00am sharp!** Every car will receive easy to read detailed directions that are spouse friendly.
- Our lunch destination will be The *Six String Saloon* in Maiden Rock, WI  
Lunch choices: *Pulled Pork Sandwich, Chicken Sandwich or Hamburger.*  
Prices **start** as low as \$6.50 Pay your server that day but please **R.S.V.P. to Diane Rindt by May 19<sup>th</sup>** with food choice and how many attending – email [drindt4271@yahoo.com](mailto:drindt4271@yahoo.com) or call 715-379-6001.
- After lunch, socialize as long as you like. There is no organized drive to return home. Your trip will be simple, follow HWY 35 North back to Hudson.



The shores of Sugar Lake and banks of the Mississippi in Grand Rapids beckon you to “Race to the Rapids” for the 2017 Vintage Sports Car Rendezvous June 1-4.

With Sugar Lake Lodge as the focal point of weekend activities and accommodations at other Grand Rapids inns, there are plenty of rooms for everyone to enjoy the hospitality of the Minnesota Austin-Healey Club and citizens of the Greater Grand Rapids area.

Those wanting an early start on the weekend, can arrange a relaxing – or at least challenging – round of golf Thursday at the lodge’s 18-hole course. Tee times can be made directly with the pro shop. The official good times begin Thursday afternoon with registration from 3-7:30 p.m. At 8 p.m., welcoming hospitality begins at the lodge with refreshments, announcements and activities that renew existing friendships and foster new ones.

Friday will dawn on a variety of activities. Gymkhana enthusiasts will gather at 9 a.m. for the drivers’ meeting at the Grand Rapids Airport, followed by pulse-pounding runs until 3 p.m. on an autocross artfully designed by Greg Willodson. If you prefer more sublime driving, take one of several self-guided tours of the surroundings, or meander into downtown Grand Rapids for nearby shopping and lunch.

Starting at 3:30 p.m., Dave Herreid’s team will begin aligning our sports cars around the Grand Rapids town square for a 4-7 p.m. “Sweet Sixteen” Downtown Car Show benefiting the local Boy Scouts troop. Each driver will receive a bucket with their registration number on it to place before their car. Townspeople and tourists will be encouraged to cast as many votes as they wish for their favorites using \$1 bills to buy ballots. All proceeds go directly to the scouts. Car owners also may vote for their cars as often as they like. The byword



Friday’s “Sweet Sixteen” Downtown Car Show will be a fundraiser for Grand Rapids area Boy Scouts.

is “Vote Early & Often” – just like they do in Chicago. The 16 sports cars receiving the most ballots will be recognized at Saturday’s awards dinner. Food and beverage options will be available on the square and at local restaurants throughout the late afternoon and early evening.

Saturday morning is all about rallying or otherwise enjoying the beauty of the area. Afternoon highlights include a Lakeshore Show & Shine, Wine & Cheese Party and Tech Sessions for the guys. That evening’s happy hour and awards dinner will cap weekend activities.

Register Now: [www.mnhealey.com/rendezvous](http://www.mnhealey.com/rendezvous)

# 27th Annual Can/Am Rendezvous

June 1-4, 2017

Vintage Sports Car Gathering  
Grand Rapids, Minnesota

Host: **Minnesota Austin-Healey Club**



## Weekend Schedule

Thursday – Registration: 3-7:30 p.m. Hospitality: 8-9:30 p.m.

Friday – Registration: 8 a.m.- Noon, Airport Autocross,  
Self-Guided Tours, Downtown Car Show

Saturday -- Fun Rally, Lakeshore Show & Shine,  
Wine & Cheese Party, Awards Dinner

Sunday – Breakfast & Goodbyes

**ON-LINE REGISTRATIONS PREFERRED @ [www.mnhealey.com/rendezvous](http://www.mnhealey.com/rendezvous)**

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
(PRINT LEGIBLY first and last name/names as they should appear on badges)

Street \_\_\_\_\_ City \_\_\_\_\_

State/Province/PostalCode \_\_\_\_\_

E-mail address \_\_\_\_\_ Phone \_\_\_\_\_  
(Include e-mail address if you want a confirmation of registration – none will be sent otherwise.)

Club Name \_\_\_\_\_

Vehicle/s to be registered: Yr. \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_  
Yr. \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

**On-line Registration \$75 Mail-in Registration \$80 After April 20: \$90 (All fees in U.S. \$\$s) \$ \_\_\_\_\_**  
(Registration includes one vehicle, two adults, one child under 18 & one free event ball cap)

Each additional person: \$5.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Each additional vintage car: \$5.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Extra ball caps: \$15.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Wine & Cheese Party: \$15.00/person \$ \_\_\_\_\_

Awards Dinner tickets: \$40.00/person x \_\_\_\_\_ \$ \_\_\_\_\_

**SIGN ME UP FOR:** Autocross \_\_\_ Downtown Car Show \_\_\_ Rally \_\_\_ **Total \$ \_\_\_\_\_**

**IF MAILING REGISTRATION, make checks payable to Minnesota Austin-Healey Club (U.S. \$\$s)** Send completed form to:  
Greg Lauser, W12349 694th Ave., Prescott, WI 54021 Registration questions to: [glauser@centurylink.net](mailto:glauser@centurylink.net)  
Cancellations before April 20 are subject to a \$15.00 fee. No refunds after April 20.

**HOTEL RESERVATIONS:** Sugar Lake Lodge at [info@sugarlakeridge.com](mailto:info@sugarlakeridge.com) or call 1-800-450-4555 or 1-218-327-1462

Other Grand Rapids Lodging: AmericInn. 1-218-326-8999  
Super 8, 1-218-327-1108  
Sawmill Inn, 1-800-667-7508 (Special Group Rate \$79/night for Rendezvous)  
Timberlake Lodge, 1-866-800-2200

## Recurring Events

**Multi-Marque Breakfast EVERY\* SATURDAY MORNING! 8:00 a.m.**, Elsie's Restaurant Bar and Bowling, 729 Marshall Street N.E., Minneapolis, MN 55413. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Map to the Elsie's at <http://elsies.com>

**East Ender's Saturday Morning Breakfast** A group of vintage foreign motoring enthusiasts have started a semi-monthly East Ender's Breakfast Group for those that want Breakfast a little later and not drive to Minneapolis. Join the East Ender's on the 1st and 3rd Saturdays each month, 9:00 a.m. at: LUMBERYARD PUB, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.

## MN MG Group 2017 Calendar of Events



DATE	EVENT	LOCATION and HOSTS
March 9 – 6PM	Board and Membership Meeting	Dick's Bar and Grill Hudson
April 1-2	John Twist Tech Session	Quality Coaches
April 8	Spring Kick-off Brunch	Diane Rindt – Jennie Anderson
May 6	Drive Your MGA or Any MG Day	
May 13	InterMarque Kick-off	Osseo
May 27	Spring Chicken Run	Diane & Steve Rindt
May 28	InterMarque Picnic	Cherokee Park
June 1-4	Rendezvous	Sugar Lake Lodge – Grand Rapids, MN
June 10	June & Tom M's 50 <sup>th</sup> Anniversary	@ Moerke's – Hudson, WI
June 25	InterMarque Picnic	Cherokee Park
July 1	Blast From the Past	Chetek, WI
July 8	Tech in the Sticks (and women who shop)	Sue and Steve Greenway, Cumberland, WI
July 30	InterMarque Picnic	MMGG Hosting
August 5	Dawn's Birthday Party/Picnic	@ Dawn's - Mpls
August 12	Brit Fest	Barb & Tom Belongia, Hudson
August 19	Royal British Car Show	Jaguar Deal
August 27	InterMarque Picnic	Cherokee Park
September 9	Wheels & Wings	Osceola, WI
September 16	Fall Tour	Bob Anderson
September 22-24	Waumandee Hill Climb	Waumandee, WI MN Austin Healey
September 24	InterMarque Picnic	Cherokee Park
October 14	Fall Colour Tour	Diane & Steve Rindt
November 4	Annual Business Meeting	Gene Cooper
January 2018	Holiday Party	Diane Rindt – Jennie Anderson



### MMGG Technical Advisors

<b>Electrical</b> - Jeff Schlemmer <a href="mailto:jeff@advancedistributors.com">jeff@advancedistributors.com</a>	<b>T-types</b> - Bob Figenskau (952)935-7909
<b>MGA</b> - Brian McCullough <a href="mailto:brian@bmcautos.com">brian@bmcautos.com</a>	<b>Tech Coordinators</b> - <b>OPEN</b>
<b>MGB</b> - Randy Byboth <a href="mailto:W1979MGB@comcast.net">W1979MGB@comcast.net</a>	Randy Byboth – 952-936-9335 <a href="mailto:W1979MGB@comcast.net">W1979MGB@comcast.net</a>
<b>Midgets</b> - Brian McCullough (651)462-0145	Steve Nichols – 612-306-1022 <a href="mailto:seedguys@msn.com">seedguys@msn.com</a>
<b>Triple-M</b> - Lew Palmer (651)436-7401	<b>Bodywork</b> – <b>OPEN</b>

Online Resource:

**MG Experience** (<http://www.mgexp.com>)

### **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 712 26 ¼ Ave, Cumberland, WI 54829. Make checks payable to the MMGG. Send ad to [smgreenway1@gmail.com](mailto: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.**



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**OPEN HOUSE  
10.17.2015 from 9a - 2p**

**10,000+ sq ft to Serve You Better!**

**SU Carburetor Rebuilds**

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# 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](mailto: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](mailto: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,  
**712 26 1/4 Av.**  
**Cumberland, WI 54829**

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

If you have any questions please contact Steve at [1974GreenMGB@gmail.com](mailto: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.)**
