



GAZETTE

<http://mn-mggroup.org/>

Upcoming Events

DATE	EVENT	HOST/LOCATION
June 10	June & Tom M's 50 th Anniversary	The Moerke's – Hudson, WI
June 17	Amery Speed Run	MN Austin Healey Group, Amery WI
June 23-25	Back to the 50's Car Show	MN State Fairgrounds
June 24	25 th Annual Coulee Classic Rally	10 AM – Maiden Rock Village Park, Maiden Rock, WI. Led by Ed Solstad
June 25	InterMarque Picnic	Cherokee Park
June 30	Blackhawk Farms Raceway Healey-Alfa Track Day	Contact Steve Rixen
July 1	Blast from the Past	Chetek, WI

INTERMARQUE SPRING KICK-OFF (OSSEO)



Minnesota MG Group Officers and Executive Board & Coordinators

President	Gene Cooper 612-310-1167 mgbcratz@gmail.com
Vice President	Diane Rindt 715-379-6001 drindt4271@yahoo.com
Past President	Bob (Andy) Anderson 651-439-6876 robtwander1@juno.com
Treasurer	Steve Greenway 715-418-9481 1974greenmgb@gmail.com
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Regalia	Jennie Anderson 952-854-2505 jasweets55@gmail.com
Webmaster	Jim Gevay 763-780-8140 jgevay@msn.com

Minnesota MG Group Coordinators & Representatives

New Members	Jon Bergquist 952-758-6070 jonbergquist1116@gmail.com
InterMarque	James Pennoyer 763-536-5472 mgadriven@yahoo.com
Mm MG Girls	Elena Biessener 651-337-0681 elen2b0916@comcast.net

Tech Session Coordinator OPEN

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 – 15625 Woodland Circle NW, Prior Lake, MN 55372.

Recurring Events

Multi-Marque Breakfast – Every Saturday @ 8 AM. Elsie's Restaurant Bar and Bowling. 729 Marshall Street N.E., Mpls, MN 55413. Everyone 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

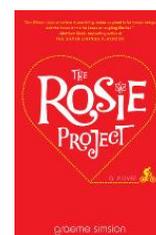
The MG Girls' Corner Ladies Who Lunch



The next MG Girls luncheon will be at The Colossal Cafe on Monday, June 19 at 1PM. Caffè Biaggio is located at 1340 W. Grand Av., St. Paul. RSVP to Elena at elen2b0916@comcast.net.

Book Club

June 11 at 1PM at Sharon Kelsey's home - 15942 Harmony Way Ct., Apple Valley. Reading The Rosie Project by Graeme Simsion. Please come whether you have read the book as it is more social than serious. Potluck! RSVP to Sharon at sgmayles51@gmail.com or 952-891-3452.



Thoughts from the Boss!



Greeting fellow British car drivers. Yes, I mean you. If attendance to the Kick-off Brunch, Midwest Motorsports and the Intermarque car show are any harbinger of this year's events, get ready for a great summer.

Of course, sometime we do experience a slight misfire. Like having the visit out to the Chanhassen Autoplex canceled. It seems the city and the brand Cars & Coffee who put on the show could not agree on some things. A visit to their Facebook page promises a reboot at a new location sometime soon. The good news is that the owners "may" be able to start having an open house monthly. I suspect there will be a charge but plan on it to being held to a minimal amount. Stay tuned.

For those that made the trip out to Midwest Motorsports we got to see in graphic detail how well gasoline and our government subsidized ethanol mixes. Here is a hint to the answer.... Not well at all! As a preventative measure from the alcohol caused corrosion to components in the fuel system a recommendation was made for STA-BIL or similar products. The water causes rust in steel tanks, corroded pot metal fuel bowls, attacked brass jets. Without water, most of the corrosion problems are gone. Also, ethanol resistant lines are a must for any replacements you make. While the outside looks nice without any visible leaks the inside of non-resistant fuel hose is breaking down and turning to mush faster than pasta left on the stove. I for one will be adding about 1oz per tank of the STA-BIL 360 to reduce the nasty effects of our new normal pump gas. Big words here, it helps combat phase separation and condensation in your tank of gasoline. I know it is labeled a marine product but is reported to have double the Corrosion Preventers in Regular STA-BIL and over four times the Fuel System Cleaner in Regular STA-BIL. I guess that's what happens when

you start reading things on the internet. Even if you buy the 8oz bottle for a little over \$7 that's less than a dollar per fill up. The things you learn at a tech session!

Next up was a very well attended car show, the Intermarque Kick-off. The weather was fully in-tune with all the attending car clubs. Besides all the 20 years and older cars and bike on display we were treated with a new Tesla to try to win a weekend of driving in. I hope everyone signed up for a chance to drive a Tesla model X.

A members and officers meeting followed down the street at Dick's Bar and Grill. Discussion about club expenses, this year's, both past and future events, and a possible opportunity to be the host club for some national and local clubs. Yours truly needed to be excused before the end of the meeting to see why Becky's car decided to rest. Could be a topic for a tech session on high current items and fuses that separate but do not look blown. And the following joy of I-94 closing 3 lanes to 1 at the 610 exit. Fun times to be sure!

Right around the corner is the Spring Chicken Run to round up the month of May. Starting at the Family Fresh parking lot in Hudson you will have a destination of the Pickle Factory in Pepin WI. And in June this year not only is it the 50th anniversary of the MGC, in case you wanted to know, we also will be celebrating members June and Tom Moerke's 50th anniversary. Plan on a MG drive to Hudson WI on June 10th.

After that the next weekend is another destination event. Tech in the Sticks and woman who shop in Cumberland WI.

You can see there is no shortage of events to fill your weekend giving you and excuse to drive your MG. Almost NEVER do I not stop for gas and hear stories from other patrons about that MG they once owned. Drive your car and let them reminisce.

You President and his tireless navigator will be driving to the NAMGBR gathering in San Diego, CA. The plan is to avoid the major highways stopping to visit folks in Prescott AZ. May the Lucas gods allow us an effortless trip.

VP's Corner



What a fun weekend we had attending the InterMarque car show in Osseo, MN the weather was fantastic! Maybe even a little too warm for some. There was a great showing of cars and plenty of MG's from

the club. I didn't get the chance to count how many cars but I did have the clipboard for MMGG members to sign for points and there were 31 signatures. If you were there and didn't sign the clipboard send me an email or better yet send a photo of you and your car at the show. I know it will take a little time to get used to this new system that replaces the MG Bucks but in the long run this will be easier.



(Photo of our fearless leader President Gene Cooper, the First lady, Becky Cooper along with MMGG members Elena Biessner, Sharon Kelsey and Kenny Merrill)

I didn't have much time to take photos at the car show because Steve and I had a booth for ECBC but there are some nice photos taken that day by members of our club (Andy Anderson and Jim Gevay) you can find their photos on our clubs facebook page. Defiantly worth checking out!

After the InterMarque we had a short MMGG meeting, Cindy and Jim Pennoyer mentioned an event that will be coming up **next year (2018)** that you should mark your calendars for now. It's the GOF *Gathering of the Faithful* and it is going to be held in

Delavan, WI. June 28th through July 1st. And of course, don't forget to make sure you have *Rally in the Valley* marked too. It will be held in Eau Claire, WI May 24th through the 27th.

Now back to the current year Tom Belongia has an update on Brit Fest, which will be held on Saturday August 12th in Hudson, WI. The event has been approved by the city council in Hudson and now we are looking for volunteers to help with the set up and take down. The more volunteers we have the easier the work, so don't be shy and send Tom an email to let him know you can pitch in!

Email: Mgtd-ctom@baldwin-telecom.net

Or call (715)781-0361

Well the Spring Chicken Drive will be behind us by the time you read this and I hope it turned out as planned. Next up is Rendezvous at Sugar Lake. Steve and I are looking forward to see friends from all the various clubs and to enjoy all the activities and beautiful surroundings the resort has to offer. After Rendezvous some of our Canadian friends that came to *Rally in the Valley* in 2014 are traveling to Eau Claire. They requested a copy of the *Yukon Rally* from 2014 so they can drive it again. Ten cars will arrive on Sunday in Eau Claire and on Monday they plan to pay us a visit at the shop - they want to kick some tires and talk about cars, it should be fun!!

For those of you who were at the InterMarque car show you may have noticed my car was complete and in fine running order.



(Photo of my car back from the paint/ body shop)

I took a week of vacation just before the InterMarque car show from my full-time job so I could work on putting my car back together. I helped Steve with everything and anything I could. I must say I did the

“easy stuff”, but to be honest with you there is nothing easy about reassembling an MG! You need to be able to contort your body into many different shapes and at times be upside down and twisting whichever way you can to get that bolt, screw or nut where it needs to be to get the various parts back on the car. We were down to crunch time; the body/paint shop was behind on their projects so by the time we got my car back we only had a week to get it done. It made for long days but was worth it!

Luke put the new carpeting in where it needed to be glued down with adhesive (rubber cement). One of many lessons I got was how to install the retaining snaps for the carpeting, Steve did the passenger’s side I did the drivers. When I installed the *Lift the Dot Studs* where you mount your half tonneau or soft-top there are two locations that are a real pain in the butt! It’s funny; once you accomplish a difficult task you feel good for a minute or two until the next difficult task. Speaking of difficult tasks, putting the seats in was no picnic. I spent hours fighting with the new thickness of the carpeting trying to line up the rails with the correct location so I could install the bolts.

You may recall in the April issue of the Gazette I had bubbling in the rocker panels. The following photos are some of the pieces of metal they had to cut out because of the damage. All locations now have new metal and no trace of damage.



There were so many things we fixed and yet there’s still work to be done. But I too have a budget and those improvements must wait. The one thing I like is I no longer have a dent in the passenger rear panel!

For more photos of the work we did on my car visit my facebook page. Search for Diane Layland Rindt or here is the link.

<https://www.facebook.com/diane.l.rindt>

See you on the road!

Diane

THE SPRING CHICKEN RUN – by Bob Anderson

Today was the MMGG Chicken Run, led by Diane & Steve Rindt. We started out from Hudson, WI and promptly headed east to get to Pepin WI. It wasn't long before we corrected our route and we were heading west towards Pepin. Along the way the LBCs started dropping out for minor repairs. But this also meant that my secure position of leisurely following 4-5 LBCs without a care in the world; resulted in my being the lead car.

So now I have responsibilities - so I promptly turned over navigation duties to Ruth – who didn't miss a turn. I did – not Ruth. And we're in the same car! One turn (the one onto 150th St) came up so fast after a hill – I never saw the T intersection because being too tall for these cars means some things are visually challenging because of the mirror and the windscreen rail. (I know – some are wondering how I haven't run over children yet.)

Fortunately, by this time the drive that started with 30+ cars had only one car behind me for most of the 70 mile tour. Jim Pennoyer faithfully (blindly) followed me everywhere, even past the above-mentioned turn.

We made it to Pepin and only one other couple beat us. Of course, we were all agreeing on how could we be the first to arrive by quite some time when we left Hudson in the middle of the pack. Must have been more breakdowns and tourist stops that we had.

How the Rindts found all the fantastic roads for this tour is unknown, a lot of trial and error I bet. A GREAT drive...no rain until the way home and then only briefly!



“MG”-

A brief history and basic introduction to the 3 C's: The Company, the Cars and the Culture. Compiled by Reuben Tang

PART FOUR: *(Continued from the previous issue)*

The MGB 1962-1980 (also including MGC):

1962 saw the launch of the MGB. Building on many of the successful and well proven components of the MGA, Abingdon created a superb machine in the MGB. The B-series OHV engine was bored out yet again to 1798cc raising output to 94bhp @ 5500rpm and giving the MGB a top speed of 105mph. Power was delivered through a four-speed manual gearbox with a non-synchronised first gear. Road holding and handling were both excellent with the rack and pinion steering providing precise control. The coil spring and wishbone front suspension combined with semi-elliptics at the rear to give an outstanding ride. The softer suspension did give some roll when cornering hard but overall turning power was a significant improvement over the MGA, which was itself no slouch. Disc brakes fitted on front and drums on rear gave adequate stopping power.

The monocoque body construction enabled economical mass production while compared to the MGA ample touches of luxury were added to the interior finish including an improved instrument panel and winding glass windows. The new MGB body design was timeless.



1962 saw the birth of the MGB roadster

The prospects of this handsome and formidable MGB package looked very good indeed. Even with strong opposition from Triumph's slightly faster TR4, a rugged little fighter and by the somewhat less able Sunbeam Alpine. The US sales figures were later further improved by the addition of the Laycock Overdrive in February 1963 as an option, to cater for the long distances travelled by the American motoring public, enabling speeds of 100mph at a leisurely 4480rpm. Ruggedness and smoothness were later enhanced by the new 5-main bearing (previously 3-bearing) crankshaft of the 18GB engine in September 1964 for the '65 model year.

An already formidable performer in road format, the MGB was further prepared for the 1963, '64 and '65 Le Mans 24-hour race. Fitted with an aerodynamically refined fastback hardtop, together with tuning and a large single twin choke Weber carburetor, it raised output to 130bhp driving a new rear end ratio of 3.307:1 that gave a top speed clocked at 140mph along the Mulsanne Straight of the Le Mans circuit. In the 1965 Le Mans, Paddy Hopkirk and Andrew Hedges drove to an eleventh place overall with an average speed of 98.2mph.

Away from the track, the MGB GT version was launched in September '65 for the '66 model year. This fixed head coupe was an immediate success on the showroom floor with its beautifully blended rear hatch and well appointed interior. An improved Salisbury back axle was fitted together with stiffer front anti-roll bars giving a significant boost to the car's handling. Competing directly against the successful V8 Mustang, MG had a record year of USA sales in 1965



On the road, the MGB GT fixed head coupe was launched in 1965

In November 1967, the original gearbox was replaced by a new one based on the MGC model with synchromesh on 1st gear. When in 1967 the MGB Mk11 offered the option of an automatic transmission, most MG drivers ignored it and it was withdrawn in 1973, while the Laycock Overdrive was retained as an option, a feature now much sought after in a classic MGB.

MGB Competition successes through the 1960's:

In Europe, MG continued competitively driving through the 1960's with MGB achieving repeated success.

1966 was a particularly good year for the MGBs. The following are a few of their 1966 European successes:

- Brands Hatch: Under appalling torrential rain, a works prepared MGB with Roger Enever and Alec Poole at the wheel came in 3rd, directly behind a 7-litre Shelby Cobra and a Ford GT40.
- Targa Florio: In this endurance sports car race over the challenging mountains of Sicily near Palermo, an MGB with Stage-6 tune (106bhp) won the 2-litre Class, beating many Ferraris, Fords and Porches, plus winning victory in the GT Category.
- Spa-Francorchamp 1,000 Kilometer endurance race in Belgium: MGB won 1st in Class, plus again outright victory in the GT Category.
- The Marathon de la Route rally, transferred to Germany's Nurburgring for 1965 & 1966, was a punishing 5,620-mile test of reliability. MGB romped home in 1st Place

By the late 1960s however, legislation in the U.S. in the form of the Safety Act and the Clean Air Act forced MG to divert much of their resources to cater to the U.S. demands. Over the following few years the MGB experienced a series of changes to adapt to these requirements. Of these the more visually obvious stemmed from the requirement to absorb impact in accidents. MG developed the heavy black "rubber" bumpers ("polyurethane") to replace the original neat little chrome bumpers. This was not popular with MG fans, but in fact the new "rubber" bumpers were quite well designed and blended into the lines of the 1975 MGB well - if you didn't keep on comparing them! But then the new US headlight-height regulations that followed meant that the MGB lights were too low. Instead of redesigning the front end, MG opted to jack up the suspension by one inch



In fact the new federal 'rubber' bumpers were quite well designed

The resulting higher centre of gravity and increased weight certainly did produce excessive roll on hard cornering, but by 1976 this was cured to a major degree by a thicker anti-roll bar. In 1977 a rear anti-roll bar was made standard.



Two enormous rubber over-riders were nicknamed 'Sabrinas'

In January 1974 MG had commenced fitting a pair of protruding “rubber” over-riders mounted on to the chrome bumpers. These were nicknamed “[Sabrinas](#)” by the Brits (your Brit friends will delight in explaining the relevance of this nickname).

The full federal Rubber Bumpers followed in September, 1974. Curiously the 7,445 (federal) rubber bumper models built between September to December 1974 were unique in that MG retained the traditional pair of SU carburetors on these MGBs. These SU carbs were replaced by the single Zenith Stromberg 1.75” carburetor in January 1975 taking it through to the final 1980 models with reduced power. Due to this curious anomaly, those MGBs manufactured between September to December '74 are sought after by MG enthusiasts and became known as “1974 ½” models.

The rubber bumper and its associated changes in the 1975 models was the last significant facelift of the MGBs.

Performance was also being compromised with the exhaust emission control laws laid down by the U.S. Environmental Protection Agency. Among these, it required that all cars be equipped with catalytic converters to convert carbon monoxide and unburned hydrocarbons over to carbon dioxide and water. Good for the air we breathe but converters of the period formed a constriction in exhaust systems and in part adversely affected performance. These enforced measures combined with having reduced compression ratio in 1972 from 9:1 to 8:1 on US spec cars to comply with US emissions regulations saw a marked reduction in performance through the latter 1970s. Positive changes in 1975 included vacuum Servo assisted brakes being made standard for all dual-line circuits (separate front and rear hydraulic circuits), replacing the Tandem Master cylinders of 1967-'74.

MGC In-line Six & the MGB V8 in the quest for “size”:

MGC In-line Six:

In 1967 MG launched the MGC. With the BMC C – series engine (similar to the Healey 3000 3-litre engine), Sid Enever and his team had taken on a major re-design to fit it into the engine bay of the MGB. The resulting MGC excelled at long distance, effortless travel, maintaining 100mph at a leisurely 3,750rpm

while maintaining unmatched smoothness during acceleration thanks to its crank shaft now running in 7 bearings instead of four. Top speed was 120mph. Then there was all that extra power: The new engine (quoting The MG Owners’ Club spec sheets): “*developed 145bhp @ 5,200rpm and 1,701lb ft of torque @ 3,400rpm which was a 50% increase over the standard B series engine*”. To accommodate that power an all-new full synchromesh gearbox was also developed together with a stronger Salisbury type rear-end. However, the MGC ran into more than its fair share of criticism - much more than it deserved really and worst of all from the motoring press which in turn coloured the perception of the MG fans.

MG had really wanted to develop a new large power unit but BMC had directed them to re-utilise the 2912cc C-series engine following the decision to discontinue the big Austin-Healey 3000 and shoe-horn it into the MGB engine bay.

Three resulting conditions should be noted:

- The big six-cylinder in-line C-series engine required extensive changes to the MGB front end structure and suspension in which the coil spring and wishbone of the MGB front suspension had to be replaced by longitudinal torsion bars to perform the function. This gave the MGC a much firmer ride.
- Even with redesign to lighten the weight, the big in-line 6-cylinder still weighed 209 lbs more than the MGB B-series 4-cylinder engine, tending to cause nose heavy understeer.
- Making room for mounting the option of a Borg Warner automatic transmission dictated that the big engine had to sit even further forward in the engine bay and increasing the nose heavy effect, further increasing understeer.

Combining the above three points into one package meant that the front-end weight bias combined with the change in suspension characteristics significantly altered the delicate front/rear balance and fine handling of the host body which the MGC occupied, that of the MGB. Because it **looked** like the MGB, inevitably the performance of the MGC was repeatedly compared to the MGB instead of as an entity in its own right. And for the above three reasons the MGC could not compare to the fine and sensitive handling and nimbleness of the MGB. But it was created as a

different animal and should have been considered as such; a comfortable long distance sports car for the wide-open roads in the U.S. It should also be noted that the MGC cars which the motoring press had been given to test drive at Silverstone, in the UK, were badly prepared with incorrect tyre pressures which further emphasised the understeer and lack of comparable nimbleness.



A pristine MGC "In-Line Six" engine bay

The final engine unfortunately lacked power between the crucial 2nd to 3rd gears for overtaking, in spite of its 145bhp at 5,200rpm. Performance was somewhat disappointing, mainly from those ill chosen gear ratios. This client frustration unfortunately led to exaggerated complaints of other aspects of handling. After only 9000 units were made, production of the MGC was discontinued in 1969. But for those familiar with its idiosyncrasies, the MGC, with its known cures of its perceived shortcomings, maintains its dedicated following of discerning fans today.

The MGB V8:

In 1973 the MGB V8 emerged fitted with the Range Rover 137bhp and (low) 8.5:1 compression V8 engine with a punchy 124mph top speed. Its sparkling acceleration was quite impressive. The big V8 engine fitted the MGB engine bay as though it was intended from inception and significantly this meant that the original coil spring with wishbone front suspension could be retained with its fine handling. Available only in hard top GT form it deserved to have been successful, and so it was.

However only 2,591 MGB V8 cars were made before it was withdrawn in 1976 from the American market

for which it had been intended. This was apparently due to fears that it may adversely affect the sales of other British Leyland group cars in that power category, like the Jaguar XJ6 and Triumph Stag.



The big V8 engine fitted the MGB engine bay as though it was intended from inception

The internal politics created within the BL organisation by merging previous competitors into one gigantic conglomerate like British Leyland Motor Corporation makes for politically based decisions. With such a wide choice of competitive cars in the financially stretched BL group, the choice had to be made as to which "competitor" was to be sacrificed. In spite of the sales figures showing that MG was far outselling both Jaguar and Triumph, the BL powers decided that MG would develop no further than the then existing MGB with its 1.8L (1798cc) B-series OHV engine. The MGB would be allowed to continue until such time as it was no longer profitable.

It is a testament to the enthusiasm of MG owners and to the dedicated Abingdon employees that the demand for the MGB model continued. With continuing demand, the MG bottom line continued to show profitability too. The original intention was for a seven-year production of the MGB. In the end its popularity with MG fans took it through eighteen years of profitable production. It's amazing that this remarkable sports car tenaciously held its own, with the magic of that iconic Octagonal Logo absolutely refusing to give up its sparkle.

Production figures of the MGB and MGC:

MGB:

1962-67, MGB Mk I: 137,733 units.

1967-81, MGB Mk II, III : 375,000 units

1973-76, MGB V8: 2,591 units**1962-81, TOTAL MGB's made: 515,324 units.**

1967-69, MGC: 4,542 units

2-seat Roadster 4,457 units**TOTAL MGC's made: 8,999 units**

So, why does the MG Octagon continue to hold such magic for its enthusiastic followers??? **If you must ask, you wouldn't understand!**

In the next issue, Part Five, the final part of this Octagon Newsletter series, we will cover The MG Midget, the "David" that took on the sports car world of "Goliaths". ❖

MGC:

Upcoming Events!

Party at Moerke's !

We got married 50 years ago on June 10, 1967
in a little white church in McIntosh, Minnesota.

Please join us to celebrate!
Saturday, June 10, 2017
1 p.m. to ?

June and Tom Moerke's
910 Ridge Pass
Hudson, WI 54016



There will be food and drinks, but a dish to share would be welcome. If you have a sporty car, park on the lawn for a mini car show. Please bring a folding chair if you can.

R.S.V.P. to 651-402-2153 or tcmoerke@presenter.com.

**Blackhawk Farms Track Education Day
June 30, 2017**

This event is marketed through regional Vintage sports car clubs, is open to anyone who is interested in participating. Although driving Vintage cars is encouraged, any modern car is acceptable. This is not a competitive event but an experience and learning opportunity for participants. It is conducted within certain limits and as such cars and participants need to meet technical inspection criteria for safety, however as a non-competitive event roll bars are not required.

**Midwest AHCA/CAROC Driver's Education & Lapping Day
Blackhawk Farms Raceway
June 30, 2017**

The Midwest Austin-Healey and Alfa Romeo Owners Clubs invite you to participate in the 2017 Midwest MAHCA/CAROC Driver's Education and Lapping Day at Blackhawk Farms on Friday, June 30th.

Come enjoy the rural setting and have lots of motor sports fun on an extended weekend. Registration and tech inspection will begin at 7AM. We will be sending out the first lapping group at 9:00AM.

The format will be open lapping by class in the morning and afternoon. Touring will be at noon and will run for approximately 45 minutes.

If desired, your lapping sessions will be timed using AMB transponders (\$35 to rent or no extra charge if bringing your own). This allows us to provide many hours of track time for each participant. For safety reasons, no passing in corners.

On track activities will wrap up at 4:30.

Safety requirements are as follows (Touring excluded from tech inspection and helmets):

- Car must pass safety tech inspection!
- Helmets (Snell 2005 minimum)
- Seat belts

YOU CAN NOW REGISTER ONLINE AT - <http://www.myautoevents.com/> Search on "CAROC".

If you have any questions, please contact Don Brubaker with CAROC at ldbrubaker@comcast.net (847) 550-8915) or Neil Anderson with MWAHC neilandcustom@gmail.com (815-825-2233)

Want to watch the action close up and go touring for free? Volunteer to work a corner! Please call Sandy GaNun at 847-234-0733 for more information.

Name(s): _____

Address: _____ BFR Lap Time: _____

City: _____ State: _____ Zip code: _____

Car - Make, Model, Year, Color: _____ Preferred #: _____

Previous track experience (please circle one): None Lapping: Novice / Intermediate / Advanced Solo 1 Racing/Competition

Phone Day: _____ Evening: _____ E-Mail: _____

Full Day Lapping/Time Trial	→	\$260.00	_____	(Does not include Touring)
½ Day Lapping/Time Trial *	→	\$140.00	_____	(Does not include Touring)
* AM or PM session preference (please circle one)				
Touring Only (No roll bar required)	→	\$40.00	_____	
Transponders, Timing, and Scoring	→	\$35.00	_____	(Optional)
Corner-Worker (Includes Touring)	→	FREE	_____	
Late Fee: (Payment received after June 19 th)	→	\$30.00	_____	
TOTAL DUE	→		_____	

Mail entry form and payment to our Registrar: (or register on line at myautoevents.com)

Chicago AROC

Don Brubaker

22586 N. Ruth Ct.

Kildeer, IL 60047

or you can e-mail applications to: ldbrubaker@comcast.net

Make checks payable to: Chicago AROC

***** NO refunds for cancellations after June 11th 2017 *****

Please visit us online at www.caroc.com or www.facebook.com/MidwestAHCA for more information on this event.

27th Annual

CAR SHOW



CHETEK AIRPORT AREA — CHETEK, WISCONSIN



SATURDAY, JULY 1, 2017

NORTHERN WISCONSIN

VINTAGE VOYAGERS

STREET RODS

SINCE 1978

proudly presents the (MID-SUMMER) Annual

“Original” BLAST FROM THE PAST Car Show

CHETEK AIRPORT AREA — CHETEK, WISCONSIN

(40 MILES NORTH OF EAU CLAIRE, WI — 2 HOURS EAST OF TWIN CITIES)

REFRESHMENTS & FOOD WILL BE SOLD ON THE GROUNDS — PLEASE NO CARRY-INS

Kids 12 & under must be supervised by an adult

NO DOGS (unless certified service dogs) • *No bicycles or rollerblades please*

CLASSES

- A – Best Original–00-54
- B – Best Original–55-60
- C – Best Original–61-64
- D – Best Original–65-70
- E – Best Original–71-76
- F – Best Original–77-87
- G – Best Original–88-present
- H – Foreign (stock)
- I – Convertibles
- J – Customs
- K – Street Rods
- L – Street Machine/Pro Stock
- M – Original Muscle Car
- N – Original Truck/Van
- O – Modified Truck/Var
- P – Cycles (stock)
- Q – Cycles (custom)
- R – Corvette
- S – Special Interest
- T – Tuner

Young Enthusiast’s Award (21 & Under)

Must be present to win!

350 Dash Plaques

CLASSES WILL BE DETERMINED

BY ENTRY OFFICIALS

Swap Meet Craft Fair

HOST CLUB EXEMPT FROM TROPHIES

BEACH & PICNIC AREA

ENTRY FEE \$5.00 – Includes driver & 1 passenger

SPECTATOR ADMISSION \$2.00

GATES OPEN AT 9 A.M. — TROPHIES AWARDED AT 2 P.M.

For more information contact: VINTAGE VOYAGERS STREET RODS, 896 - 12-3/4 Street, Hillsdale, WI 54733
or call: Terri 715-637-5549 • Larry 715-257-2232 • Perry 715-658-1500 • Tim 715-556-0497

ADDITIONAL CHETEK LIBERTY FESTIVAL EVENTS BEING HELD ALL WEEKEND

BRITISH INVASION OF HUDSON

Britfest 2017

Vintage British Car Show

presented by 

FREE ADMISSION to Show your Car!

August 12th, 2017
 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 1:00pm

Cars will be judged by
 Charity Voting
 proceeds benefitting  **Big Brothers Big Sisters**
 of Northwestern Wisconsin

See the areas Finest British Car Marques and Clubs

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

sponsored by 
 111 Walnut Street
 Hudson, WI 54000

for more information contact Tom or Barb Belongia - 715.781.0361
















A DRIVE, A PARTY AND TWO TECH SESSIONS IN ONE EVENT!!

Greenways on Granite Lake

General Fun:

Pontoon rides by Captain Sue. For the daring...kayaking, canoeing and shopping! Experience Cumberland - the cute shops, the Farmer's Market and of course the world-famous Louie's Finer Meats!

Snacks, lunch and beverages throughout the day!

Tech Sessions:

Session 1 @ 11:30: Steve Rixen will discuss "Suspension Options".

Session 2 @ 2:00: Steve Greenway will discuss "Metal Shaping". Try your hand at the English wheel, power hammer, and a variety of hand tools to make small parts or patch panels.



LOGISTICS

Date & Time:

Saturday, July 8th
Festivities begin at 11.
Come when you can, leave when you must!

Directions:

Group: 8:30 AM -Meet at the Holiday Station west of I-35 at Hwy 97 near Forest Lake. Depart promptly 9 AM.

On your Own: Come to 712 26 1/4 Av, Cumberland WI. For online directions, use Bing maps. Google maps will take you to the wrong location.

RSVP:

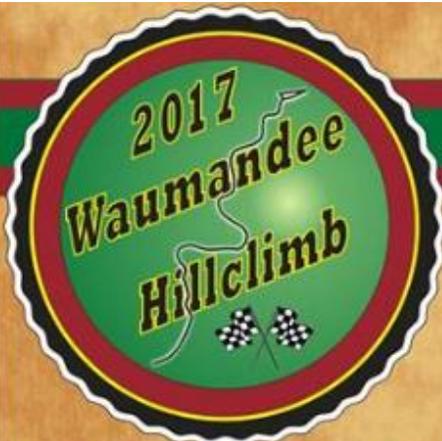
Sue at 612-723-0354,
Steve at 715-418-9481 or
1974greenmqb@gmail.com

Miscellaneous:

Watch for speed traps.

If your car leaks oil, please steer clear of our new concrete!

No need to bring a dish to pass. We've got it covered!



The Minnesota Austin-Healey Club Invites You

September 22-24, 2017

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1987 and older

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 21 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.



2.3 miles

18 turns

430-foot ascent

Driver Name (as you would like it to appear on your name tag) _____ Waumandee 2017

\$75 / \$60

Year, make, model, color, requested car number _____

Email and phone _____

Emergency contact name and phone _____

____ Award banquet dinner(s) at \$20 each = _____

Overnight vehicle parking/camping in 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.



A collection of logos for sponsors and partners:

- KABUS
- SCENIC VALLEY
- White Deer Lodge
- ALMA Hotel
- LAUE HOUSE INN
- Blue Door Inn
- MOTOR Franklin CARS
- Danzinger Vineyards
- HILLCREST MOTEL
- REIDT'S MOTEL & CABINS VACANSEY
- SUNCREST GARDENS
- MINNESOTA CLUB
- The Tritsch House
- Ward's Riverside Cabins
- ALMA Home Style Lodging
- MINNESOTA CLUB

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

2017 Calendar of Events



DATE	EVENT	LOCATION and HOSTS
June 1-4	Rendezvous	Sugar Lake Lodge – Grand Rapids, MN
June 10	June & Tom M's 50 th Anniversary	@ Moerke's – Hudson, WI
June 17	Amery Speed Run	MN Austin Healey Group, Amery WI
June 23-25	Back to the 50's Car Show	MN State Fairgrounds
June 24	25 th Annual Coulee Classic Rally	10 AM – Maiden Rock Village Park, Maiden Rock, WI. Led by Ed Solstad
June 25	InterMarque Picnic	Cherokee Park
June 30	Blackhawk Farms Raceway Healey-Alfa Track Day	Contact Steve Rixen
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 20-23	Races at Road America – Annual vintage Care Race Event	Elkhart Lake, 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 26	Amery Speed Run	MN Austin Healey Group, Amery WI
August 27	InterMarque Picnic	Cherokee Park
September 9	Wheels & Wings	Osceola, WI
September 15-17	Fall Vintage Races	Elkhart Lake, 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 13, 2018	Holiday Party	Diane Rindt – Jennie Anderson

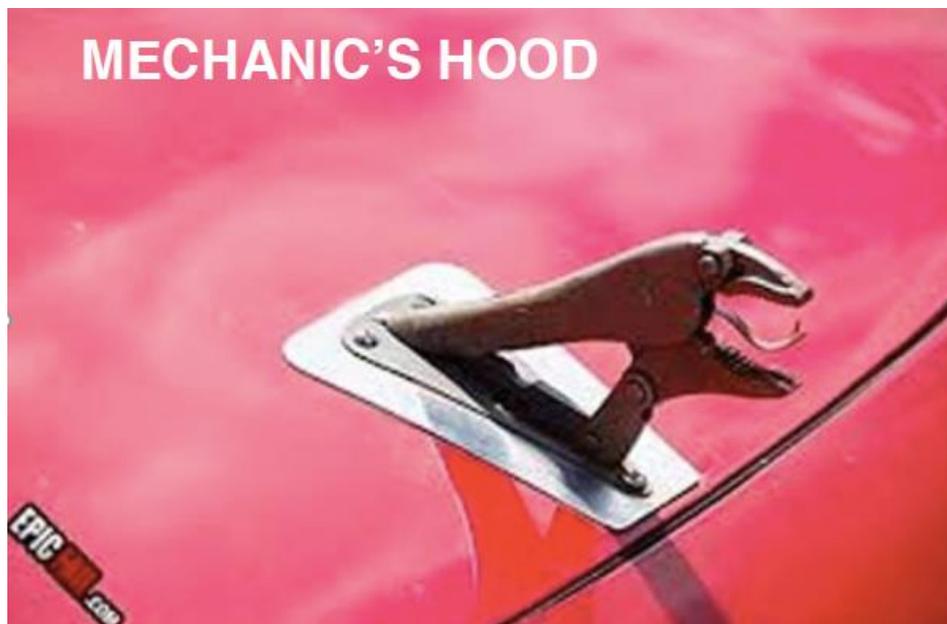


MMGG Technical Advisors

Electrical - Jeff Schlemmer jeff@advanceddistributors.com	T-types - Bob Figenskau (952)935-7909
MGA - Brian McCullough brian@bmcautos.com	Tech Coordinators - OPEN
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

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 1/4 Ave, Cumberland, WI 54829. 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.**



1977 MGB Roadster with 57,000 actual miles. This is a good weather daily driver that is always garaged and is in excellent condition.

This car is the popular burnt orange color. Current owner and past owner both kept detailed records on all maintenance.

The car has had a great deal of work and new tires to ready it for sale. \$1,600.00 was spent and asking only \$4799.

Absolutely road ready.

For info, call Bill McReaken at [952-890-0102](tel:952-890-0102) or [612-325-2686](tel:612-325-2686) (cell).

For Sale: 1948 MG-TC. #5058. My dream of owning a TC has been a reality for more than 16 years, but now my back tells me it is time for us to part. The car is not without its paint chips, but is in good condition and a reliable driver. Complete ownership list for all of its 68 years. A number of extras go with the car. Asking \$20,400. Call Wayne at [612-889-0855](tel:612-889-0855), or email at kivell@charter.net.





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**Little British Car
Parts, Service & Consultation in your Driveway!**

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Email: scrixen@gmail.com Cell: 612-877-1938



bmcautos.com

**Coming in October
New Location**

**444 EAST DUAL BLVD
ISANTI, MN 55040**

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

10,000+ sq ft to Serve You Better!

SU Carburetor Rebuilds

SU Carburetors work best when in tip top condition. We will rebuild your carburetors paying special attention to throttle shafts butterflies, floats, dampers and jet assemblies. Speedy turn-around, responsive communication, guaranteed work. H, HS and HIF carburetor services are offered.

For a quote please email dave@dbraun99.com or visit www.dbraun99.com



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



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,
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

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.)
