



# *The Gazette*

*The Official Publication of the  
Minnesota MG Group*

Volume 20, Issue 8

October, 2020

Red Cedar State Trail Head Drive September 27, 2020



*Eleven of the 17 MGBs that made it to the Red Cedar Trail Head drive lined up at the overlook in Stillwater. Thirty five MMGG members made the trek. Weather was a little cool but several intrepid drivers made the drive top down. For more pictures and a brief write up see page 6*

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## **From the President**



October 2020

Happy Fall fellow LBC car drivers. I hope this month's newsletter finds you all healthy. Possibly a bit stir crazy, but healthy nonetheless. Cool and dry days in

September have had a stimulating effect of the Fall colors. With the early beginnings of leaves changing colors and still nice days, I hope you all have taken every chance you have to get out and drive your cars. You don't want to change your oil before winter without having some miles, do you?

Now is the time to keep that little notebook in the car to jot things down you think need fixing. Our cars are not the only things getting older out here, and it is always good to have a reminder while you are home near your garage rather than out trying to make it to the ice cream shop. Ask me how I know....

And not much to report on in the club's events but as the Internet still works, point your browser over to Bring a Trailer. Between the cars you want to bid on there, John Twist how-to videos, and the MG Experience, you may find there are many things you can repair on your car.

One thing we plan on attending is the BMC Open House & Stiff Upper Lip car show Saturday, October 10. Lead by Bob, our fearless group leader for this trip, he is still working on details for the drive. We will leave from White Bear Lake - Masonic Lodge parking lot, as usual. Look for details on the club page or elsewhere in the newsletter but here's what I know:

Expect to gather after 9 a.m. - leaving by 10 a.m. - arriving around noonish - bring your own lunch and as the new normal, a mask. As things change and get finalized, updates to Facebook will be made. Letting Webmaster Chris know too, so keep an eye on the club web page & calendar.

### **November Business meeting November 7th.....**

This is the yearly meeting to go over all the gory details of the club, including finances, membership, participation, future planning, etc.. As usual, all members are welcome but we do have a limit on attendees due to COVID precaution requirements. Seating will be limited to 4 people per table. Please RSVP.

Yes, this is the time to elect/draft a new president but also you will hear reports from our treasurer and membership coordinator along with some exciting news from our web master. The business meeting starts at Noon, but folks show up as early as 11a, to get a bite to eat, and maybe an early start on a cold beverage or a late refill on coffee. As usual, we'll be at Joseph's Grill, 140 Wabasha St S, St Paul, MN 55107. **Not as usual, but a sign of the times, masks required along with other advised COVID precautions.**

Now if there was just a web page for MG car clubs to find officers, maybe "Bring some Candidates" instead of Bring a Trailer.

See you on the Road!  
2 meters apart

## **Paint by Ed Schultz**

Well, I got my car back from the painters. They did a great job and I'm really happy about the way it came out. Once it was safely ensconced in the garage (with a big help from Gene and his trailer) I began putting it together including all the door linkages, quarterlights and the windows themselves. All of the lights were reinstalled after correcting some wiring issues and were checked and worked. All of the bright work was installed as was the rear bumper.

Before the painting I removed the windshield and noticed the dash cover looked a little sad. I removed the vinyl and ask my wife to check out JoAnns and see if they had anything that would work. She came back with a good sized roll. She used the removed vinyl as a template and did a great job. I didn't have her cut the demister openings or the windscreen center supports as it was easier to cut those once the dash was in place. If

anybody needs some black vinyl, contact me as I have plenty left.

After putting on a new vinyl dash cover using contact cement it was time to install the windscreen itself. Again, I've heard many horror stories especially on some of the forums. I put plenty of silicone caulk around the openings where the support legs go as that is a known location for water intrusion. With some help from my wife we positioned the windscreen in place and then I began the process of securing down. Well after about 3 hours, it was all finished and the windscreen was in place. I have a few more jobs to finish but hope to have it ready for the October 10th Fall Drive.

## ***From the Editor***



MMGG Socially Distant Members,  
For those of you that couldn't make the Red Cedar Trail Head drive we had on September 27 we had an excellent turnout. Sixteen MGs and one Subaru made the drive from Afton to Menomonie. It was a rather cool but pleasant day for the drive.

In our Technical department this month I have posted a few articles on positive vs. negative ground in our cars. I actually found two interesting articles and have posted them in the Technical News Section.

As Gene mentioned in his article, we need a President. After some consideration I have decided to throw my hat in the ring for the Vice-President position. I will continue to perform the duties as the Newsletter Editor however, if someone wishes to step up to that position I would not argue with them.

The current by-laws do not allow for more than two consecutive terms for the president and Gene is in his second term. He has done a great job with the club but it is time for someone else to step up to the plate and take over the reins of the club. If you are interested, please contact Gene or myself.

### **Minnesota MG Group Officers & Executive Board**

President	<b>Gene Cooper</b> 612-310-1167 <a href="mailto:mgbcraz@gmail.com">mgbcraz@gmail.com</a>
Vice President	<b>Elena Biessener</b> 651-337-0681 <a href="mailto:Elen2b0916@comcast.net">Elen2b0916@comcast.net</a>
Past President	<b>Bob (Andy) Anderson</b> 651-439-6876 <a href="mailto:Robtwander5@gmail.com">Robtwander5@gmail.com</a>
Treasurer	<b>Paul Lyon</b> 651-246-8017 <a href="mailto:Plyon1962@gmail.com">Plyon1962@gmail.com</a>
Secretary	<b>Buck Malick</b> 715-386-7010 <a href="mailto:cmalick2@gmail.com">cmalick2@gmail.com</a>
Newsletter	<b>Ed Schultz</b> 952-381-9596 <a href="mailto:Eds74MGB@gmail.com">Eds74MGB@gmail.com</a>
Regalia	<b>Cindy O'Brien-Byboth</b> 952-936-9335 <a href="mailto:cindyobrien57@comcast.net">cindyobrien57@comcast.net</a>
Webmaster	<b>Chris Cooper</b>

### **Minnesota MG Group Coordinators and Representatives**

New Members	<b>Jon Bergquist</b> 952-758-6070 <a href="mailto:Jonbergquist1116@gmail.com">Jonbergquist1116@gmail.com</a>
InterMarque	<b>Mark Hill</b> 612-730-5086 <a href="mailto:mdhill51@gmail.com">mdhill51@gmail.com</a>
MG Girls	<b>Elena Biessener</b> 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 – 15625 Woodland Circle, NW, Prior Lake, MN 55372.

## Technical Department

### **Positive vs. Negative Ground**

I'm sure we have all questioned why some of our early LBCs started off with a positive ground as opposed to the more conventional negative ground. Early MGs, up until 1968 were all delivered with a positive ground. Positive ground was also used in the early 50's mainly by Fords however GM was negative ground.

Back then it didn't matter much as most cars used the electrical system for starting, lights and other motors (think heater blower). With any of these systems, it didn't matter much as to whether negative ground or positive ground was used. The polarity going to these motors, including the starter motor, could be reversed but the motor would still turn in the same direction. Since almost every car at that time had a generator for charging the battery it was only a matter of how the field was initially polarized from the beginning. If the battery polarity is reversed, the generator field connection only has to be disconnected at the first start and then reflash. This will cause the residual field to reverse and the generator will reverse its output and charge the battery correctly.

As we will see in the subsequent article, the incorporation of alternators drove the switch to negative ground. With one exception, this is why it is fairly easy to switch from positive ground to negative ground in the early MGs with a generator. So why did some manufacturers initially go with positive ground as opposed to negative ground? There was some theory put forth in the early years that positive ground was the way to go based on the electro-motive series of metals. The advantages of positive ground lie mainly in the sacrificial anode being the vehicle itself. A few grams of lost iron is less devastating than the loss (or corrosion) of the brass or copper connections in the vehicle. Negative ground vehicles require a lot of grease and isolation from moist air to remain intact. Positive ground will always be better- but the big guy (GM) and the switch to alternators won.

I gleaned the above from several sources but the following came from an article posted in the web site "*MGA With an Attitude*" by *Barney Gaylord*. It is reproduced here with permission.

#### **Why POSITIVE EARTH?**

"What is the rationale for a positive ground system? Is there an advantage of one system over the other? My car has a positive ground". The short answer is, there is no functional reason why any car needs to have positive earth. The real reasons are rather twisted, based in prior historical tradition, so now you get a history lesson. 1828 first telegraph. 1876 first telephone. These devices commonly used a single wire for interconnection. These were DC battery powered systems (sometimes with a generator to recharge the batteries). At each end the circuit was grounded in the earth for the electrical return path. For the phone systems the central office ground was a relatively high current single grounding point, fairly easy to control for corrosion resistance. This was considered to be 0-volts. For station equipment (single remote telephones) it was chosen to make the earth grounding wire negative. This earth connection is then protected from cathodic corrosion because voltage is lower than the ground potential. This affects galvanic corrosion resistance between the grounding wire and mother earth (real ground).

The general use of automobiles came later. In autos there is no earth ground. When the vehicle sits on rubber tires the entire system has floating electrical system (no ground). Suppose you have a car with the positive post of a 12-volt battery connected to the car body. You can connect a single jumper cable from the negative post (the "hot" terminal) to a metal post driven into the earth. Then the "hot" side of the vehicle system becomes 0-volts in relation to earth ground, and the chassis of the vehicle becomes negative 12-volts. You could connect a 12-volt lamp between the vehicle chassis and the earth grounding post,

## ***Positive vs. Negative Ground (Con't)***

and the lamp would light up. This is why you have to be careful using jumper cables on cars with opposite polarity electrical systems. Don't let steel bumpers touch, as it would short the batteries together in series causing catastrophically high currents.

The idea that a vehicle has an "earth" connection (or electrical grounding point) is only a traditional method of naming certain types of electrical connections (carried over from terminology used in earlier single wire electrical systems). Cars do not actually have electrical grounds. We simply call the collection of battery return path connections "earth" or "ground" as a naming convention.

In the simplest systems there may be only a single circuit from battery to ignition coil, through contact points and back to the other post of the battery. With additional circuits we typically branch the circuits on one side of the battery only, commonly called the "hot" side, so all of the return circuits can be carried on a single conductor. For a vehicle with a steel chassis it is convenient to connect the return circuits to the chassis to reduce the amount of wire used. Otherwise this is not necessary and not always true. The Lotus Elite for instance has an all fiberglass unibody with no steel frame, so all of the electrical circuits must have a copper wire conductor for return to the battery.

In a steel chassis car it is entirely arbitrary which side of the battery gets connected to the chassis, so it makes little or no difference if it is positive or negative "ground". During first half of the 20th century some manufacturers used positive ground, others used negative ground, and some switched from one to the other more than once. When car radios became a popular accessory, ignition static could be a problem, and it was good if all vehicles might have the same electrical polarity to reduce ignition noise on the radios. We still had mixed vehicles until the mid-60's. With the advent of practical portable alternators, it was a convenient time to standardize, and all vehicles thereafter were built with electrical return path to the negative battery post. For

a couple of years in the mid 60's there were a few positive earth alternators, but most people have never seen one. Vehicles with "solid state" (transistorized) electronic gadgets will invariably be negative earth. The first common "solid state" electronic gadget in cars was the transistorized radio, starting in the mid 50's. Most of the early transistor car radios had a polarity plug on the back so they could be used in either positive or negative ground applications. The next common electronic gadget for cars was the triode bridge in the alternator, circa early 60's. Early alternators used silicon plate rectifiers that could be connected for either positive or negative grounding, so some early alternators were made for positive ground applications. When silicon diodes were developed with sufficient current capacity for alternator rectifiers, all alternators were quickly redesigned to use diodes. This is when all alternators became negative ground, and all cars using them were built with electrical return path connected to battery negative.

If you have an early production car with positive electrical return path (positive earth), it is generally easy to change the polarity. For my 1958 MGA it is as simple as reversing the battery, and re-polarizing the generator (a 1-second process). To be nice we also swap the primary wires on the ignition coil so the spark still jumps the same direction across the spark plug gaps (mostly for radio static reduction). When installing a modern radio in an older car it is usually easier to change system electrical polarity than to try isolating the radio cabinet or using a polarity changer for radio power input. The only good reason for retaining positive earth setup on the older car is for originality (concours show cars).

## Red Cedar Trail Head Drive.

On Sunday, September 27th, seventeen MGs (and one Subaru) made the drive from Afton to the Red Cedar Trail Head Park in Menomonie, Wi. Yours truly was driving the Subaru as the MG is still being put back together. Thirty five MMGG members made the trip. Our first stop after leaving Afton was the scenic overlook in Stillwater with a quick detour around the Minnesota State Penitentiary. Not sure why Gene did this but.....

We then made a stop at Buck Malik's place for a quick pit stop and off we went. As I mentioned the weather was cool but a nice day overall. It was just nice to get out and enjoy the social aspect of the drive and the club.

Here are some pictures from the drive courtesy of Paul Lyon, Gene Cooper and Elena Biessener.



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## *MMGG Girls*



I checked with Elena Biessener and was told that there are no activities planned for the MMGG Girls in the near future. If anything comes up I will be sure to let everyone know.

## *New Members*

One aspect of the newsletter I have not been up to speed on is the introduction of new members. We have gained 14 new members this year so I will attempt to go back and catch up on the new members we have gained in 2020. Here are three of the newest members:

Kevin and Pat Krueger. They drive a 1965 red MGB

Dan Mullins. Waiting to get more information about him.

David and Cheryl Rademacher. They drive a 1979 MGB Roadster

Welcome to each and all of you. We hope that you find this to be not only a social club but a great source of technical help and information.

One the subject of new members, if you happen to see someone you don't recognize at an event, walk up and introduce yourself. I realize that with the mask protocols it is sometimes difficult to recognize people but approach any new members and welcome them. On the Red Cedar Tail Head drive Michael and Claudia Wondra, who are new to the club made the drive. My wife actually walked up and introduce us and we had an enjoyable conversation with them. So, again, if you see some one new, walk up and introduce yourself and make them feel welcome.

## *Upcoming Events*

We do have two MMGG events coming up and I have posted them here.

- The first event is the annual fall colour drive and BMC open house on Saturday, October 10th. We will meet in White Bear Lake in the parking lot behind Ruby's Red Eye Grill and McDonalds. This is just east of Highway 61. Plan to meet there starting at 9:00 AM, drivers meeting at 9:30 and depart at 10:00. The drive will be about 71 miles (including U-Turns) and should take about 2 hours. The drive ends at BMC in Isanti. Covid-19 protocols are to be used. Masks when out of the car and masks at BMC. BMC will provide beverages and meals are on your own.
- The second event is the upcoming annual meeting scheduled for Saturday, November 7th. The business meeting starts at Noon, but folks show up as early as 11a, to get a bite to eat, and maybe an early start on a cold beverage or a late refill on coffee. As usual, we'll be at Joseph's Grill, 140 Wabasha St S, St Paul, MN 55107. Due to space limitations, please RSVP. **Not as usual, but a sign of the times, masks required along with other advised COVID precautions.**



## For Sale Items



**Rendezvous 2019 Photo Album \$40** 220+ photos celebrating the event !

**NAMGAR GT-44 Photo Album \$40** 190+ photos celebrating the event !

Reserve yours today contact Paul Lyon @ 651-246-8017 or [plyon1962@gmail.com](mailto:plyon1962@gmail.com)

## Flash! New Regalia Items

The new limited edition thermal MMGG logo thermal tumblers were introduced at the Holiday Party have been a big hit. For those that weren't at the party the tumblers are engineered with double wall vacuum insulated construction to provide long lasting heat and cold retention. The powder coated finish has the MMGG logo. You will be the envy of all. The 12oz. maroon wine tumbler is \$20 / each and the 20 oz. black tumbler is \$25 / each. For an addition \$6 you can have your name added on the opposite side. If you are interested please contact Cindy O'Brien or Paul Lyon .



Cindy O'Brien-Byboth - [cindyobrien57@comcast.net](mailto:cindyobrien57@comcast.net)

Paul Lyon - [plyon1962@gmail.com](mailto:plyon1962@gmail.com)

## MMGG Technical Advisors



<b>Electrical</b> - Jeff Schlemmer <a href="mailto:jeff@advanceddistributors.com">jeff@advanceddistributors.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 and Bodywork</b> - <b>OPEN</b>
<b>MGB</b> - Randy Byboth <a href="mailto:W1979MGB@comcast.net">W1979MGB@comcast.net</a>	<b>Randy Byboth</b> – 612-408-1500 <a href="mailto:W1979MGB@comcast.net">W1979MGB@comcast.net</a>
<b>Midgets</b> - Brian McCullough (651)462-0145	<b>Steve Nichols</b> – 612-306-1022 <a href="mailto:seedguys@msn.com">seedguys@msn.com</a>
<b>Triple-M</b> - Lew Palmer (651)436-7401	<b>Online Resource:</b> <b>MG Experience</b> <a href="http://www.mgexp.com">http://www.mgexp.com</a>

Minnesota MG Group member ads will run free for three months, unless you tell the editor to drop them earlier or run them longer. Contact the club or non-member advertisement costs.

All commercial ads must run a minimum of 6 months and must be paid in advance. Send money to Ed Schultz 3750 Majestic Lane Prior Lake, MN 55372. Make checks payable to the MMGG. Send ad to [eds74MGB@gmail.com](mailto:eds74MGB@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.

## MG Service Providers



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## MG Service Providers





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MMGG is proud to be affiliated with NAMGB Register. They provide the insurance for our events. MMGG also offers a 5% discount on MMGG membership dues to all NAMGB Register members. Sign up today at :<https://namgbr.org/>



**North American MGB Register**

## **FOR SALE ITEMS**

### ***1979 MG 1500 Midget***



Recently serviced- new water pump. Clutch fan, motor mounts, clean body, Runs well-\$4000/obo  
Mark (612)306-0044



### ***1974.5 MGB Roadster***



74.5 MGB for sale 2nd owner with O/D good shape . Have spare items to go with. For more info about this car call Ken Merrill (952) 475-0539 please leave a message if not answered.



### ***1965 MGB Roadster***



For Sale: 1965 pull handle red MGB Roadster. It has chrome wires, leather seats, (black with red piping), older engine overhaul by Quality Coaches: new convertible top, new radiator. Asking \$10,000. Contact Kevin Krueger. [kmk971@hotmail.com](mailto:kmk971@hotmail.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 Cindy O'Brien-Byboth at cindyobrien57@comcast.net Phone: 952-936-9335



**MMGG Patches**  
\$14.00 ea



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



**MMGG hats**  
\$15.00 ea



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



**MMGG Sweat Shirts**  
\$28.00 each

**MMGG Denim Shirts**  
Long and Short Sleeve  
\$35.00 each

## Minnesota MG Group Membership Form

The Minnesota MG Group (MMGG) was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of all MG cars. MG ownership is not necessary to be a member.

Membership Dues and Discounts*	Annual Dues	Membership #
MMGG Club Dues	\$35.00	n/a
Prompt Pay (April 30 <sup>th</sup> )	(\$5.00) discount	n/a
NAMGAR or NAMGBR Membership	(\$5.00) discount	
Total Due to MMGG (dependent on discounts)		

### Contact Information:

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

Phone 1: \_\_\_\_\_ Phone 2: \_\_\_\_\_

Email 1: \_\_\_\_\_ Email 2: \_\_\_\_\_

### We value your privacy:

Check Box if you DO NOT want your name and Contact information available in the MMGG Member Roster.

### MG Information (Year/Color/Model/Original Owner)

Car 1:

\_\_\_\_\_

Car 2:

\_\_\_\_\_

*Make checks Payable to: Minnesota MG Group.*

### Send form and checks to:

Paul Lyon  
2589 Seans Way,  
North St. Paul, MN 55109

\*It is easy to reduce your MMGG Club membership dues. For each of the following you do, you'll receive a \$5 discount: Pay before April 30th, join and provide a registration # for NAMGAR or NAMGBR. (Please email a copy of the membership information to Paul Lyon at Plyon1962@gmail.com.)

Our club receives direct benefit from NAMGAR and NAMGBR in the form of various insurances to protect our members and volunteers but we do need to ensure a percentage of our member join these organizations so please consider joining!

North America MGA Register: <http://www.namgar.com/>

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