

The Tattler



2021
Kick-Off Brunch



The Newsletter of the Minnesota MG T Register
May 2021 Volume 42, Issue 2

2021

Kick-Off Brunch

It was a great treat to have been able to get together, shake hands and hug with our fellow club members after more than one year of confinement.

About two dozen members were present on May 1st at the 2021 Kick-Off Brunch at the Gold Nugget in Minnetonka.

A great brunch was served in a nice venue. The day was simply perfect for driving our MGs. It was nice and sunny.

Present were the TC of Dave and Jolene Phillips, the TDs of Jim Elwell and Katherine Sanders, Steve and Kim Blomberg, Lance and Mickey Delfino and Laurie and Alejandro Sanchez, The YA of Eileen Custer and Mark Brandow, the Bs of Tim and Nancy Crain and Wayne and Alyce Kivell. Also, although not an MG, but it was a treat to see a beautiful Corvair convertible belonging to Norbert and Heather Johnson.

There was a meeting after the brunch where several club issues were discussed, including the various events already scheduled for this season. Steve Blomberg invited all club members to check the updated web site and to make use of the information there provided. Wayne Kivell is working on putting together an updated club directory; Wayne asks us to send to him any updates that have occurred since the 2019 directory was published. And, yours truly, as an editor of The Tattler, am requesting your input to the newsletter; send us your stories about your drives on your MGs, your fights with the various mechanical parts of your cars as you service them and any technical articles; preferably accompany all those stories and articles with photographs, don't crop them, I'll do that if and as needed.

All and all it was a great event to get the season started. We look forward to seeing our members attending the many events that are coming up.



Photography by Tim Crain

(Continued on page 15)

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All material to be included in the next publication should be sent to the Editor
at the following address by the 15th day of the previous month:

The Tattler

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Mission Statement

(From our charter, adopted 15 February 1975)

"To bring together those who have a common interest in the restoration and preservation of the
'T' series and other vintage MGs. And, in so doing, further the spirit of the vintage MG,
partake in good fellowship and develop greater interests in the Gathering Of the Faithful."

Get Well Soon Doug Bulthaus

Doug is recovering from a serious operation. See The Doug Out column for more information.



FROM THE EDITOR



I am sending my best wishes to our fearless leader, Doug Bulthaus, for a prompt recovery from surgery that has removed a cancerous tumor. Please take a look at The Doug Out column for more information. Our thoughts are with Doug and Mary.

With two exceptions, all our members have renewed their membership for this year and beyond in some cases. That is very good to see. As noted in the previous issue of this publication, we have some new members, and we should have at least two more membership applications coming soon. Good to see, our Register continues to thrive.

The Minnesota MG Group (MMGG) is inviting our members to participate in many of their events. You can find those in the schedule of events in this issue. We have a good and interesting season ahead.

At the brunch I was talking to new members Teresa and Chuck Schmidt. While talking MG talk, it came to the conversation a visit I made once to the site of the MG ex-factory in Abingdon-on-Thames. I stopped at the MG Car Club, which is situated on Cemetery Road just outside of



what was the MG factory. The then club manager, Richard Jones, explained to me several interesting facts about the factory. One fact in particular, that I mentioned to Chuck

and Teresa during our conversation, is that when the site was sold to a developer who intended to build condos, a caveat was imposed on the sale. The developer had to, somehow, incorporate into one of the buildings an old window frame, that included a window facing the old MG factory directly from the office of Cecil Kimber.



I was given a tour of the developed area and took a picture of the window with my then rather primitive cell phone.

When the factory was moved to Oxford, they threw many of their books in the garbage. The MG Car Club, alerted of this move, promptly went to dig the books out of the dumpsters. Thanks to that, I was able to see the ledger recording the manufacturing day of my TD, matching chassis and engine numbers, manufactured on 23 January 1953.

Alejandro Sanchez – Editor
galejandrosanchez1@gmail.com



THE DOUG OUT



Convalescing

Editor: The Doug Out is taking a sabbatical right now. Unfortunately, Doug is in the hospital recovering from an operation. He tells us the following:

“Doing very well, they are telling me. Removed tumor that had taken over my “voicebox”, so I am now speechless. Should be back, without speaking, but I think it will take a while.

“The surgeon said she captured almost all of the cancer, so outlook is good.”

Editor: Clarifying further, Doug mentions the operation was a total laryngectomy, therefore he thinks his voice will be forever gone. Our best wishes go to him for a prompt recovery with the best possible outcome.

I'm sure Doug would still be telling us:

Safety Fast Two Meters Apart.

Doug Bulthaus – President dabulthaus@msn.com



THE CRAIN'S NEST



Our first drive of the season was on April 17th for Cecil Kimber's Birthday. The seat belts seemed smaller than last year. The steering seemed awfully stiff. But – the sun was warm, and the line of 18 MG's (20 cars in all) cruising down the Wisconsin side of the river was a

beautiful site. Gene and Becky Cooper planned the drive starting at a scenic lookout just south of Stillwater overlooking the St. Croix River. We drove south, crossed the river and wound our way through Hudson, then went south again to Prescott.

What a surprise in Prescott – there was a motorcycle rally there, and in the two towns south of Prescott along the river. There were many hundreds of bikes in Prescott at 11:30 in the morning. It took us 15 minutes to get through downtown Prescott, which usually takes 15 seconds. We pressed on and crossed back into Minnesota at Red Wing. After a short break, we drove to our final destination – the Glewwe's Castle Brewery in Prior Lake. It is a Root Beer Brewery. They also make 7 other kinds of soft drinks. Delicious!!

Everyone brought their own lunch and we all had a nice picnic under their tents. The MMGG club brought a sheet cake for Cecil Kimber's birthday – the reason for the event. A good day, nice scenery, and satisfying drive. Members of our club are welcome to come on any of the MMGG drives; you just have to register for the event on their website (mn-mgggroup.org) so they know how many cars are coming.

May and June bring us some good opportunities to exercise our cars and reconnect with friends after the

past year. Fingers crossed for warm dry weather! We hope to see you soon!

- For those of you that signed up, the photo shoot at the Commemorative Air Force is on Saturday May 15th.
- The Intermarque Spring Kickoff Auto Show in Osseo is on Saturday, May 22nd.
- On the next day, Sunday, May 23rd, Mark Brandow is hosting a John Twist Tech Session at Quality Coaches (pre-registration required).
- Saturday, June 5th is the memorial for Bob Figenskau at Quality Coaches. RSVP's requested.
- Natters at the Scoreboard is the following day, Sunday, June 6th.
- The multi-marque Rendezvous at Kenora, Ontario has been cancelled. So has the GOF in Michigan.
- MG International at Harrah's resort in Atlantic City is Monday, June 14 -Thursday, June 17.

Safety Fast

Nancy & Tim Crain – Events Chairs

nancymcrain@gmail.com timothyacrain@aol.com



Remembering **Jim Pennoyer**, who sent us this joke months ago.



PERSPECTIVE



The One Car...

"Sit in the driving Seat. The wheel fits comfortably in your lap and you're ready for the most exhilarating drive you've ever had."

So begins the beautifully preserved early TD sales booklet. Doesn't it make you want to get behind the wheel and become exhilarated?

The MG writer continues. "Find a fast road and you're up to 'fast cruising' in no time at all - power to spare for more."

And, if that's not enough it continues. "Overtaking's easy! This car gets you past in 'Safety-Fast'. Here comes a corner and around you go with hardly a roll and much faster than you thought."

I'm beginning to feel a strong urge to take a test drive aren't you? This car must be something special! But the writer is not finished yet.

"This road surface doesn't look so good, but you don't feel it, neither does your passenger. The independent front suspension has smoothed all that away. Driving in traffic's a joy too! Away first at traffic lights and you're out in front to stay." How cool is that? What can I do Now? The writer of our little booklet has the answer for us. "And when you return refreshed - See your dealer about owning the **'one car you've always wanted to drive!'**"

Fortunately we are very lucky, we already have our own MG to drive. It may be a bit of hyperbole and very dated but the basic theme is as true today as it was when you could have picked up your own copy of this neat little MG sales brochure. So, what are you waiting for? Get out and drive your MG!

Note: "The Safety Fast" 1951 sales booklet is from Bob Figenskau's extensive collection of MG literature.



See you on the road (finally).

Steve Blomberg – Past President and a regular contributor to The Tattler triumph77@aol.com



THE OLD SPECKLED HEN



The Masked Babe

MG season is just around the corner, so mask up and gas up to join your friends for a summer of fun. Of course we will continue to sing 'Happy Birthday' when we wash our hands, but that nasty toilet paper shortage is over!!! YEA! Even if it returns, I am well stocked. It's those little things that really make life worth living, right?

We are back to seeing our grandchildren although we all are masked up. We went to an ice-skating competition to



LETTERS TO THE EDITOR

see our granddaughter compete last weekend. A person walked up and it took me a few seconds to realize it was my daughter! She was, of course, masked so I had to identify her by her eyes and hair. I sincerely hope that people will get their vaccinations so we can rip those masks off some day.

I wonder if things will ever be 'normal' again. I had rather liked my life pre-Covid. Remember those drives we went on? How about the great potlucks? Beer tasting? Actually being able to hug one another and sit close to one another.

Now we get to mumble through our masks. Most of the time no one can understand us, especially if you are 6 feet away. Heck, most conversations sound like 'McDonald's drive-thru talk' to me. I smile under my mask, nod my head, and mutter something unintelligible back. Will we ever learn to speak face to face again?

I must admit, I have loved and embraced some of the 'Covid life' experience. I'm not sure how I will react to getting back to 'normal'. I mean, will I have to wear make-up again? Will my PJs be acceptable in public? What about my bra, wherever that thing is? It has been pretty easy to slip into a more relaxed life. My PJs are so comfortable, I can almost believe I have not gained an ounce this past year *until* I have to get dressed for an appointment of some kind! ERK! Lock down has been tough, but dieting is going to be hell!

When this is over, we will be able to identify criminals again as those with masks on. The way things are today I don't trust anyone wearing mask. Especially if they are packing heat! I have trouble seeing the need to carry a gun. It would just weigh my purse down more and by the time I could locate it, I'd be dead anyway. It would be helpful to bash someone nasty with my gun laden purse, I suppose. Maybe I could start a robber laughing as I pulled out my comb, then my wallet, my sewing kit, and my car keys while trying to locate my gun! With each item I could point it at that robber and say 'bang'. Do robbers have a sense of humor? Probably not.

Well, enough musing about what was, what is and what might be. Hope to see your 'mask less' faces soon. Until then, I'm the chubby gal in the baggy PJs!

Mickey Delfino – Past President and a regular contributor to The Tattler lamidelfino@aol.com

Thank you for the article "So Long Dear Friends" in the April issue.

Russ loved lunch on Tuesdays!

We will be selling his car, as our son prefers the Model A and Model T.

I so enjoy the magazine, each issue.

*Lois Agrimson
Erick Agrimson*

(Editor: Lois wrote the above on a Thank You card and included a Memorial card with it. It came addressed to The Tattler, Attention Steve.)

Thank you for acknowledging in The Tattler Karen, Linda, Russell passing. It means a lot.

Scott Wardrope

Nicely done "in Memoriam" on our lost comrades.

Cheers, Lew



Arnolt MG, coachwork by Bertone

A Bit of Irish Luck

Bill Douglas sends us this:

This is a memorable bit of mail from our very own FIG.

I've saved it for years and it has always served as a great memory reminder of FIG's wit and humor that he often shared with all of us.

Please help us all remember - again- this remarkable member - by publishing the e-mail I received from him in our next Tattler.

I'm certain he would want us all to enjoy a " bit of both " again in his honor.

Cheers, Bill

His name was Fleming, and he was a poor Scottish farmer. One day, while trying to make a living for his family, he heard a cry for help coming from a nearby bog. He dropped his tools and ran to the bog.

There, mired to his waist in black muck, was a terrified boy, screaming and struggling to free himself. Farmer Fleming saved the lad from what could have been a slow and terrifying death.

The next day, a fancy carriage pulled up to the Scotsman's sparse surroundings. An elegantly dressed nobleman stepped out and introduced himself as the father of the boy Farmer Fleming had saved.

'I want to repay you,' said the nobleman. 'You saved my son's life.'

'No, I can't accept payment for what I did,' the Scottish farmer replied waving off the offer. At that moment, the farmer's own son came to the door of the family hovel.

'Is that your son?' the nobleman asked.

'Yes,' the farmer replied proudly.

'I'll make you a deal. Let me provide him with the level of education my own son will enjoy. If the lad is anything like his father, he'll no doubt grow to be a man we both will be proud of.' And that he did.

Farmer Fleming's son attended the very best schools and in time, graduated from St Mary's Hospital Medical School in London, and went on to become known throughout the world as the noted Sir Alexander Fleming, the discoverer of Penicillin.

Years afterward, the same nobleman's son who was saved from the bog was stricken with pneumonia. What saved his life this time? Penicillin.

The name of the nobleman? Lord Randolph Churchill ... His son's name?

Sir Winston Churchill

JULY

The
MaGazine

1933

FAMOUS BRITISH TEST HILLS

No. I – LITTON SLACK

By
H. E. Symons

There are few “observed hills” used in modern trials which have such a sinister reputation as Litton Slack. For some years included in the course of the Motor Cycling Club’s one day sporting trial in the Peak District, it has never failed to take a heavy toll of gold medals.

And it looks so harmless! Just a sloping track of grey granite chippings, carving gently between high, steep banks. The sort of hill, you would think, that a good class “Yank” ought to take on top or hiss up on second. In dry weather you would never suspect it of causing wheel-spin, even on the rainiest day.

But try it! Leaving the hamlet at the bottom you turn sharp left and zoom up a steep pitch of 1 in 5 or so. Fine! Then the gradient appears to flatten out and the rest of the hill looks boring, second gear climb. If you are foolish you throttle down and change up, to find suddenly that the engine labors and pinks disconcertingly. Frantically you change down again, stamp on the accelerator and . . . shudder to a standstill with wheel spin. At the best you will travel haltingly upwards for a few yards before your engine just “dies on you” – just fades away without as much as an expiring sigh.

If you are wise you take the sharp turn at the bottom of the hill as fast as you possibly can without hitting the wall or skidding completely round, and keep your foot hard down for the whole of the rest of the way. Even if wheelspin develops it is unwise to drop engine revs., for the gradient is far steeper than it seems, and it is better to skip about a bit with spinning wheels than to konk

ignominiously to a standstill.

Actually, Litton Slack starts with a short, steep pitch of 1 in 4 to 1 in 5, and does not “flatten” at all higher up. The



gradient eases only momentarily, and its apparent harmlessness is a delusion fostered by the upward lie of the land.

I have never seen an official survey of this hill, but I believe that the final stretch about 100 yards short of the summit has a gradient of something like on-in-three. To cap it all, there is an exceedingly nasty, sharp left-hand turn through a narrow gateway at the very top, with two large boulders, almost steps, that seem ever to be looking hungrily at sumps or axle-casings.

Why the surface should be so slippery when wet I have never quite decided; probably the soil is of a greasy nature, for the eye it appears a perfect non-skid road.

To counteract the risk of wheelspin, of course, shock absorbers should be tightened up as much as is reasonably possible and the rear tyres should be let down considerably – personally, I would not consider 12 lbs. too low a pressure in the case of a Midget or Magnet, unless “competition” tyres are fitted. In the latter case too low a pressure is not to be recommended, because the increase “drag” of the prominent tyre tread puts a severe load on the engine at the very stage where a moderate amount of wheelspin might just give the engine a chance to pick up revs. again.

So when you are next up Buxton way, enquire about the road to Litton Slack; let down your tyres, tighten the “shockers” keep your foot down – and mind the gate at the top!

Getting to Know Us

Alyce and Wayne Kivell

Your name: Wayne Kivell

Your spouse: Alyce

Your children and what they do:

Brent Kivell (52), graphic designer in Northfield

Julie Kivell Overlie (50), elementary music specialist in American International School of Dhaka (Bangladesh)

No. of grandchildren: Five

What do/did you do for a living?

I am a choral conductor, which I did for 33 years in public high schools, most of those in Northfield. And for the last 32 years I founded and continue to conduct two adult choirs here in Northfield.

Residences where you've lived:

Lakefield MN, Emmetsburg IA, Northfield MN

Pets:

We had a wonderful miniature schnauzer for 16 years while the children were growing up.

Hobbies?

Model railroading, playing tennis, and now mostly pickle ball.

Less than 10 words to describe how you became interested in cars:

For MGs in particular, finding my first MG in a barn—and buying it.

Favorite movie:

The Princess Bride

Favorite book:

Any mystery, especially by Ken Follett or David Baldacci

Favorite music:

Of course, that has to be choral music.

Favorite owned or dream vehicle:

To drive: my 1963 B - For style, any TC.

When did you join the MN MG T Register?

I think it was the year 2000. My first trip out of town in the TC was to the GOF in Duluth in 2001—raining most of the way Wisconsin 35, top & side curtains up, fingers crossed.

MG(s) you own now:

1963 B

MG(s) owned in the past:

1952 TD; 1964 B (new); 1977 B; 1948 TC

Best MG experience:

In 1966, a good HS friend and I took my 1964 B on a trip out west—3.5 weeks and a total of 8,250 miles.

Money or logistics being not an impediment, where do you dream of being able to drive your MG?

I think it would really be fun to tour Great Britain in an MG.

Four words or less to describe the Minnesota MG T Register:

Best group of people you could find. Friendly, knowledgeable, and definitely helpful.



Coming Soon

Season Kick-Off Brunch

Date: **1 May 2021**

Time: **11:00 a.m.**

Place: **Gold Nugget Tavern & Grill**

14401 Excelsior Blvd, Minnetonka MN 55345



Please join us at the Gold Nugget Tavern for our season beginning brunch. After

Missing last year we can now be back on schedule, we may have some seating

Restrictions, so please RSVP by April 27th to:
dabulthaus@msn.com or call Doug at 612-789-6757 and leave a message if necessary.

Organizer:

Doug and Mary Bulthaus

612.789.6757 or dabulthaus@msn.com

**DOWNTOWN
OSSEO, MN**


VINTAGE FOREIGN MOTORCARS OF THE UPPER MIDWEST

**10AM-3PM
RAIN OR SHINE**

**SPRING
KICK-OFF**

**MAY 22
2021**

**28TH ANNUAL
VINTAGE FOREIGN
CAR SHOW**



**FEATURED MARQUE
BORGWARD,
GOLIATH, LLOYD**

2021 VINTAGE FOREIGN CLUB SPONSORS
Alfa Romeo Owners Club, Stella del Nord Chapter
Crosley Club of MN • MN Austin-Healey Club
Jaguar Club of MN • Lotus Owners Of the North (LOON)
Mercedes-Benz Club of America: Twin Cities Section
Metropolitans from MN • MN MG Group • MN Triumphs
Vintage Sports Car Racing (VSCR) • North Coast Borgward Club

**CRAFT SHOW
IN BOERBOOM VETERANS PARK**

COVID-19: Spring Kick-Off will follow the MN Dept. of Health guidelines that are in place on the date of this event.
COVID-19: We will be handing out all of the food donations.
Girl Scouts: Traveling Europe (GTE) will be handing the money to help raise funds for their trip to Europe.
*Please bring a non-perishable food item to donate. Visit InterMarque.org for a map + updates.
SPECIAL THANKS TO THE CITY OF OSSEO

We Need Your Input

**If we had a GOF-type event in Winona, MN in 2022,
would you come?**

Please let Tim or Nancy Crain know, so that we can gauge the interest level.

Thank you.

Timothyacrain@aol.com or Nancymcrain@gmail.com

Preparing New Club Directory.

A new club picture directory will published this month. Please check all of the information by your name in the last directory to make sure it is all current. For example:

Is your email address current?

Have you moved since 2019?

Are your phone numbers up to date? No longer have a land line? Cell phone numbers for you and spouse?

MGs that you own?

If you have no photo in the directory and would like to have one, please email a head shot.

Send to:

Wayne Kivell at kivell@charter.net

2021 Events Calendar

Included in this year's calendar are some events from the Minnesota MG Group. They are listed using this type style and lighter color. If not otherwise indicated, please contact either Gene Cooper or Nancy / Tim Crain for information. Some events may have a cost involved.

March

Sat 27 Business Meeting (D Bulthaus)
Events Planning Meeting (N+T Crain)

May

Sat 1 Spring Kick-Off Brunch (D Bulthaus)
Sun 2 Natter 'n Noggin at Scoreboard Grill
Sat 15 Photo Shoot at Fleming Field (Paul Lyon MMGG)
Sat 22 Inter-marque Spring Kickoff – Osseo

June

Sat 5 Bob Figenskau Remembrance (Mark Brandow)
Sat 5 BMC Car Show
Sun 6 Natter 'n Noggin at Scoreboard Grill
~~Th-Su 10-13 Rendezvous Kennora, ON (Canceled)~~

June

Mon~Thu 14~17 NAMGAR/NAMGBR MG Intl'l Atlantic City
Sat 19 Blomberg Lawn Party (Kim+Steve Blomberg)
Sun 27 InterMarque Picnic

July

Sun 4 Natter 'n Noggin at Scoreboard Grill
Sat 24 Cars & Caves at Autoplex
Mon 26 InterMarque Picnic (MMGG hosted)
Sat 31 A Day at the Lake (Laurie+Alejandro Sanchez)

August

Sun 1 Natter 'n Noggin at Scoreboard Grill
Fri 20 North St Paul History Cruise (Paul Lyon MMGG)
Sat 28 Northeast Picnic
Sun 29 InterMarque Picnic

September

Sun 5 Natter 'n Noggin at Scoreboard Grill
Tue 7 Race Track at Noon DCTC Rosemount (A Sanchez)
Sat 11 Bangers & Mash (Barb+Tom Belongia)
Sat 11 Osceola Wheels & Wings
Sat 18 Mystery Tour (Jerry Thorson)
Sun 26 Oktoberfest at Gasthaus in Stillwater (M Honnigford)
Su-Sa 26~Oct 2 Cana-Mex Rally Run (www.cana-mex.com)

October

Sun 3 Natter 'n Noggin at Scoreboard Grill
Sat 9 BMC Stiff Upper Lip Drive Open House
Sun 10 Annual Get Together (Cindy Pennoyer)
Sat 16 Driving Season Sendoff Lunch (Tim+Nancy Crain)

November

Sun 7 Natter 'n Noggin at Scoreboard Grill
Sat 13 Annual Business Meeting (Doug Bulthaus)

But wait...



1936 NB Airline Coupe

More on the saga of the airline coupe that was featured in this column last month thanks to Jack Crane.

A friend of Jack's identified the airline coupe as a 1936 NB. We brought Lew Palmer into this story since Lew is a deeply knowledgeable historian when it comes to Airline Coupes, having restored one and keeping track of those unique cars in existence around the world. Lew adds interesting information about this particular car. Read below.

"Back in the 1970s, the car was owned by Reed Yates in Texas. He suffered a fire and the Airline was all but destroyed. The body was burned and there was considerable damage to the rest, Dave Lawley from Stratford, Ontario, Canada purchased the remains and set about to reconstruct the car. The standards of restoration were not those of today, so the wooden body frame was replaced by one made from steel angle iron. Back in the early 2000s, Dave put the car up for sale. It was offered to me for the sum of \$100,000 (US). Although tempted, I decided it was beyond my means. It was ultimately purchased by Gene Ponder, who set about to tart it up. He replaced the original wheels with chrome Borrani spoked wheels, changed the color to (gasp!) red and black, and updated the interior upholstery. He had it for a few years and ultimately sold it at auction for the amazing sum of \$398,000 to a private collector in Chicago. That owner passed away only 2 years later and the estate sold the car for a loss of \$200,000. The current owner is in the US (I believe in the Chicago area), but seems very private and no recent details are forthcoming.

"That's what I know about NA0848, the only NB Airline Coupe ever produced. There were another 6 N-type Airlines built, although only 3 others are known to still exist, one of which (NA0540) owned by Tom Metcalf will be at **"MG International 2021" in Atlantic City** along with a few other P-type Airlines. Tom and I are doing a tech session on Airline Coupes, which is the featured car, so **please plan to attend.**"

*Cheers,
Lew*

Classifieds

Wanted to Buy: Very serious buyer for: Jaguar XK-XKE; MG "T" series; MGA; Triumph; TR-2-3-4-250; Mercedes 190-220-230-250-280 SL; All open cars; Porsche 356-911-914; Austin Healey; Riley; Alfa-Romeo; Singer; Volvo P1800; Karmann Ghia; interesting American cars. Entire collections possible. Any condition. Any location. Generous finder's fees. I WILL PAY THE MOST. Steve's British Connection, 630-553-9023, sbcinc@aol.com. (2/13)

For Sale: LED tail lamp inserts for MG TD and TDII, TF, MGA, MGB, MGC, Austin Healey, Triumph & other British/Lucas lit cars. Considered one of the best safety items for the attention deficient driver behind your car. Built specific for each British tail lamp design in negative & positive earth, with lower power consumption, voltage protected, installs without special tools and no modifications. Designed in USA and now Manufactured in MINNESOTA by BMC British Automobile. Find out more at <http://bmcautos.com/LED> brian@bmcautos.com or call 651.400.0145.

BMC British Automobile – www.bmcautos.com Minnesota's only Solely British Classic Restoration & Repair Garage. Located at 444 East Dual Blvd. Isanti, Minn 55040. Ring 651.400.0145 or email brian@bmcautos.com (2/17)

Be Safe, Be Seen!

Reduce the electrical load and have much BRIGHTER, SAFER tail lights.
NEW LED Lamp Inserts for pre-1962 MGs and most Classic Minis



L471 for 50 - 52 TD or Morris Minor \$99 per pair

Upgrade your MG or Classic Mini tail lights with modern LED light power! These are two function (Brake & Tail light + License plate) units that are simple to install in your existing lights.

Positive or Negative Ground units (please specify) and Red or Amber Turn Signal (where applicable).
 Shipping to USA is \$7.20 per pair, and shipping international (Priority) is \$35 per pair. Instructions included.



ST51 for MG TB, TC, Y \$129 per pair



L647 for MGA Mk II and Mini Mk I \$175 per pair





ST38 for pre-war MG \$129 per pair

Numerous other models available. Inquire at www.brittrix.com

Inquires to Lew Palmer:
sales@brittrix.com
 Orders via PayPal to sales@brittrix.com or by Check/Money Order.

Gary Krukoski

I have purchased all of Fig's parts and tooling. If you are in need of something that you have gotten from Fig in the past, it is now at home with me. I also have recently acquired a collection of parts from a smaller restorer of T Types in Iowa. I am also interested in purchasing any surplus MG parts or stalled car projects.

Please feel free to contact me is you need a part or tooling for your project.

763-226-5789



The Minnesota MG T Register - Membership Application

Mail to: MnMGTR c/o Barb Belongia • 445 Windy Hill Rd • Hudson WI 54016

<u>Name</u>	<u>Name</u>
First _____	First _____
Last _____	Last _____
Phone _____	Phone _____
Email _____	Email _____
<u>Address</u>	<u>Winter Address</u>
Street _____	Street _____
City _____	City _____
State & Zip _____	State & Zip _____
	From/to (Date) _____

MGs you own:

	Year	Model	Chassis #	Engine #	Color	Condition*
1.	_____	_____	_____	_____	_____	1 2 3 4 5
2.	_____	_____	_____	_____	_____	1 2 3 4 5
3.	_____	_____	_____	_____	_____	1 2 3 4 5

*Condition: 1=excellent 2=Very Good 3=Good 4=Needs Help 5=Not Drivable

Our newsletter, The Tattler, is published 8 times per year and is sent via e-mail. Should you like or require a printed copy please contact our Editor, Alejandro Sanchez at galejandrosanchez@gmail.com or Tel: (763) 221-4646

Annual membership is \$40. However first time, first year membership is FREE! A membership year is January thru December. Renewals are due before April 30th.

For a club name tag (cost is \$16 ea.) contact Barb or Tom Belongia at (715)781-0360 or mggirlbarb@baldwin-telecom.net. Please specify names to be engraved and whether you wish a pin, or magnetic back.



Minnesota MG T Register

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