



The **MG Club of St.
Louis**
Newsletter
April, 2006
Volume 19 Issue 5

Well, the details of the upcoming Spring Fling on May 6 are firming up. We will gather at the commuter lot at Gravois and I-270 at 8:30 - 9:00am. This year's Fling will be a tour down to Ste. Genevieve, Mo. There will be a stop off in Kimmswick for breakfast and then we will motor down to Ste. Genevieve by the twisty back roads. A visit to one of the reportedly excellent wineries in the area is planned once we get there. For those that want to hang around and stay overnight, we will be staying at the old Hotel Ste. Genevieve located downtown, but returning home the same day is an acceptable option too. The rates at the hotel are very reasonable at about \$45. We had a very nice turnout for this event last year and I hope we do the same again this time. There should be more details on the event in this newsletter. Please plan to participate. It will be fun.

Right now I am getting very excited about the upcoming Missouri Endurance Rally. If you have never done this event, you need to find a way to try it at least once. After my first time, I said that it was a life changing experience. That might be an exaggeration, but I guarantee you that you will feel different about yourself. I think it must be the same feeling that marathoners feel just for finishing the thing. Unfortunately the newsletter will probably be issued about the time of the race so these thoughts will have to apply to next year's rally, I guess.

I am working on finding a place to have a warm weather meeting outdoors followed by a bar-b-que. We could probably do this at a pavilion in one of the St. Louis Co. Parks, but the problem there is that we are not supposed to have BYO or any kind of adult beverages for the bar-b-que. If anyone has an idea of a good location, somewhere preferably in West county, that gets around this problem, please let me know.

Don't forget Bob Horzmann's rally that has been rescheduled for April 23. As I mentioned previously, his rallies are always interesting. There should be more info on it in this.

Ranney

Third Time is the Charm Rally

Once again the rally is scheduled. New name new place different format. Those interested will participate on a less than one hundred mile foray through back roads with the joys of proper motoring. We will assemble Sunday April 23, at 12:30 pm at the the St. Louis Bentley Dealership off Chesterfield Airport Road. First car off at 1:00 pm. We will try a 50/50 cash format with a lucky team winning half of the amount collected from the five dollar entry fee. The other 50% will go to the club. Come Join us.

Minutes for Monday, March 13, 2006

The monthly meeting of the St. Louis MG Club was called to order at 7:30pm by Chairman Ranney Dohogne. Officers in attendance were Ranney Dohogne, Byron Golfin, Bill Fox, Fred Houser and Janel Demick.

Members attending were Tom Kohnen, Eric Hardesty, Bob Horzmann, Richard Wesenberg, Mike & Stefanie Barnes, Robert Rushing, Dave Ziegler, Don Gatheman, Terry Fanning, Chris Kresser, Chuck Demick, Kelly Leahy, Slmon Dix, Ken Biermann, Jack Plack, Richard Griffin, Rich Berger, Bob Bentzinger, John & Carol Mangles, Bob Smith and Walt Murphy.

The minutes from the February meeting were approved unanimously as read.

Treasurer Byron Golfin reported that our regular account has a balance of \$2112.00. Special events Chairman Bill Fox reported \$902.35 in our special events fund. There are currently 153 members on our roster with 120 paid current members. Fred Houser will publish and up-to-date member roster for the next newsletter.

There were no new members at tonight's meeting but Byron Golfin read a letter to the club from new member John Illio, who just bought a 1967 MGB roadster. John Illio met John Mangles at Hi-Tech and mentioned that Fred Houser lent his glasses to him in order to write a check to John Mangles.

Ranney Dohogne read a thank you note from Mike & Cookie Fishman thanking the club for the wedding congratulations card.

Projects:

Under the topic of new or ongoing projects, Robert Rushing told the club that he had his windshield frame polished by Triangle Plating in north St. Louis. He doesn't have the windshield back together yet, but is very happy with the results. The cost was \$180 to polish the frame.

Simon Dix reported that his overdrive conversion is going well and is looking to finish up by the end of next weekend.

John Mangles reported that his current project, the Pinewood Derby racer, is coming along nicely. Dad is working on it. There was some discussion regarding the event at this time regarding regulations. A committee meeting was held. Members will be allowed to use cars from previous derbys. It will be a double elimination event with plaques awarded for 1st, 2nd and 3rd places as well as an award for best car and for the 'back to the drawing board' car. The event will be held at Gashouse Grill on Olive Boulevard on Sunday, March 19th at 2pm.

Stefanie Barnes told the club that she and Mike have pulled the engine on her '79 MGB roadster. The head was cracked and the '65 engine they were transplanting turned out to be a '68. The engine is painted and one piston is in. St. Louis Auto Parts did the engine work with a one-day turnaround. Mike is in the process of putting the engine back together VERY carefully and hopes to have it running next weekend. The car will have twin HS4s and an Ansa exhaust.

Under V8 projects Ken Biermann announced to the crowd that his V8 ran down the street under its own power. He guesstimated that he's been working on this project 12 or 13 years now!

Bob Bentzinger has welded the passenger side together and it is on the road. Following Ken's lead, Bob told the club his car has been off the road since 1985. He has made the most progress the past year, since he built the rotisserie!

Old Business:

Under old business Tom Kohnen has 15 video copies of the February 'carburetor tech session' held at Charlie Key's shop. He is donating the tapes to the club to sell. A price of \$3 each was agreed on. Tom will also have videos available from the March tech session. The February tech session was well-attended with 24 people and very informative.

Robert Rushing reported on MG2006. There are only 2 hotels (listed on the mg2006.com website) that have rooms available. There are 700+ cars registered at this time for the event. Robert also told the club that there are plans to have the largest contingency of MG airline coupes ever assembled at one show. Speakers include Don Hayter who designed the MGB. There will be a finalization meeting on March 25th and Robert will have more details for the club next month. The V8 show will be held the weekend before, beginning June 18th, in Townsend Tennessee. A brief discussion followed.

Several club members, Bob Bentzinger, Walt Murphy, Charlie & Adam Key, Bob Horzmann and Greg Wirth, drove to Chicago for the annual swap meet on Sunday February 26th.

The Horseless Carriage Easter Car show at Forest Park will be held on April 16th. If you plan to attend, get your registration fee to Bill Fox after tonight's meeting. Currently we have 17 cars registered. Once again we will meet at Lindell Bank, McCausland and Skinker at 8:30am and 'parade' into the park as a group. Further information will be in the March newsletter.

The Triumph Polar Bear Run is rescheduled for Sunday, March 26th. As this conflicts with our March Hare rally, Bob Horzmann rescheduled our event for Sunday April 23rd, 1st car off at 1:00 from the Chestfield Valley Target parking lot. There will be a flyer in the March newsletter. An invite will be extended to all other local British car clubs.

Robert Rushing offered an Missouri Endurance Rally update to the club. The rally will be held April 1st and 2nd, 2006. Presently there are 14 teams registered, down from 20 teams last year. Bob Horzmann suggested sending out a 'buddy up' email for partners, in case there are members who are looking for a driver or navigator in order to participate in the MER. Robert said the trophies weren't finished yet but he is working on them. Tradition seems to be to make them the day before the rally!

New Business:

Under new business the March tech session will be held Monday, March 20th, 7pm, at Hi Tech Collision. The topic will be 'preparing your car for the driving season.

Bill Fox told the club that our annual Fling in the Spring rally will be a road trip to Ste. Genevieve MO. The rally is on Saturday May 6th, leaving at 8:30 or 9am from the commuter parking lot, Gravois Road and I-270, in St. Louis county. The rally will travel to Kimmswick for breakfast at the Blue Owl Restaurant and then on to Ste. Genevieve. Rooms are available at Hotel Ste. Genevieve for club members wishing to spend the night, at a rate of \$47 or \$50 a room. The hotel is located right on the square in downtown.

Ranney Dohogne spoke about club finances. The general fund has dropped by \$1800 in the past two years. We are spending less now on the newsletter by moving our printing from Kinko's to Office Max. It was suggested that members receive the newsletter by email rather than postal mail to reduce mailing costs, and at this time, 30 members have signed up for 'email only' copies of the newsletter. Attendance prizes will be cut from three to one per meeting to further defray costs to the club. The annual holiday party and car show are the only major expenses to the club. Bob Horzmann suggested the club recruit members and that successful events are important. he felt the club needed to push and advertise membership and all events. Another cut in the budget could be our annual \$500 donation to the veteran's home, or move the donation to the "events" account. The library charges \$10 per month for the use of a meeting room. Robert Rushing also suggested the possibility of having a 50/50 raffle at our club events. Further discussion was tabled at this time.

The "Fin Man," Bruce Kunz, writer of "The Old Car Column" in the St. Louis Post-Dispatch has offered our club his facility to hold meetings and/or barbeques. This is located north of Collinsville IL off I-55. It was mentioned that the club could have a Sunday meeting and bbq in place of a regular Monday meeting. However, a nearby park may be a better option. No decision was made regarding this offer.

Rich Berger reminded the club that the Heartland Car Show will be held on June 10th in Kansas City this year, at Cabela's Wolf Lodge, I-70 and I-435.

For Sale or Wanted:

Ken Biermann is optimistic that his V8 is ready to go apparently!! He is selling his 1967 MGB, fresh paint, top, wiring, Old English White with tan interior, for \$6500. The only problem with the car is that it leaks NO oil, but does have a small transmission drip.

Bob Horzmann announced that there is a "Charlie Key is out of town sale" under way. This sale includes some priceless cars:

1976-1979 Triumph Spitfire, green \$200 with hardtop, take the hard top and leave the car

Mike Barnes also told the club that Autozone has a special running with 5 quarts of Castrol 10W50 and an air filter for \$10.99.

Attendance prizes were won by Jack Plack and Fred Houser.

Ranney ended the meeting with a brief article from www.carconnection.com on 'odd' street names including Farfrompoopin Road that runs into Constipation Ridge, Divorce Court, Psycho Path, and an intersection in Houston, Clinton & Fidelity.

There being no further business, under motion by John Mangles, second by Bob Bentzinger, the March meeting of the St. Louis MG Club was adjourned at 9pm.

Respectfully submitted,

Janel Demick

Pinewood Derby Results.....Ranney Dohogne

The third ever Pinewood Derby was held on Sunday, Mar. 19 at the Gashouse Grill. We took over most of the dining area of the restaurant since the track was 32 feet long, but since it was the middle of the afternoon, no other customers were inconvenienced.

A total of ten cars showed up to race and the racing began about 2:30 pm. We used a double elimination style of bracket to determine the race winners. John Mangles was the tech inspector and Ranney Dohogne was the starter. Bob Benzinger had concocted an electronic device that picked the winners as they crossed the finish line. While looking to still be in the stages of development, it worked flawlessly. Way to go, Bob. We drafted Robert Rushing to be the beauty contest judge since he arrived late and wasn't entering a car. The bar maid, Andrea, was going to do it for us, but we kept her so busy she never had time to do the judging.

Running straight turned out to be something very important because the track did not have the usual center rail seen in Cub Scout tracks. As a result, the cars that did not track well did a lot of bouncing off the side rails. A center rail will be added for next year to correct this problem.

The first place winner of the race was Byron Golfin with his racing "slab". This car (it hard to call something of that shape a car) was very fast and tracked the best of all the cars. The "car" even had drilled out sidewalls in the wheels.

The second place winner was Bob Horzmann with his MGA racer. This was the only finisher that actually looked like a British car, and I think he said he recycled it from the previous Pinewood Derby.

The third place finisher was Carol Mangles. I'm not sure what the car was supposed to look like, but I needed the flames painted on it to identify which way was front for starting.

The winner of the "Most Fabulous Design" award was John Mangles with his Mini Cooper that had a checkerboard roof. He probably had too much frontal area to have a chance at winning the race, but the car looked very good.

The winner of the "Back To The Drawing Board" award was Bob Benzinger with his MG (I can't remember if it was an A or B). For some reason Bob got very tickled when he won this award. Hey, Bob, it's more than I got.

Tech Session Review

Thanks again to John Mangles for hosting our final tech session. John provided each participant with a multi page handout dealing with bringing the beast out of hibernation. An open discussion followed. Another informative and social event.

MGA Paint Codes and Colors

Paint **CODE**: def. #4: a system of secret writing in which letters, figures, etc. are given special meanings.

Paint codes on our MGAs, are nonexistent, for the most part. The early MGA (1500) had a paint code incorporated in the vehicle identification number (V.I.N.). However, the powers that be did away with the code on the 1600 and MkII. Why? I don't know.

Paint **COLOR**: def. #3: any coloring matter; dye; pigment; PAINT: in this sense, the *primary colors* (red, yellow and blue) and the *secondary colors formed from these* (green, orange, purple, etc.) are sometimes distinguished from black, white and gray (*achromatic colors*).

Manufacturer ***formula number***: This is the number that the paint manufacturers use to sort and catalog each color.

Paint colors are what helps to give the MGA its beauty.

Original MG paint colors: The color that the vehicle came from the factory with.

Original paints: Lacquers, Enamels (general terms)

MODERN PAINTS: Urethanes, (acrylics and polys)

Now, you might be asking: "where is he going with this?" Well here goes.

Recently I have been trying to help some customers pick a color for their car. I am often ask to paint someone's MG an original color. There is only one problem. There are no paint codes on the cars! Even if there were codes on the cars, we have a tough time making the color in modern paints. Then, the question is, why can't you look it up on the Internet? There are plenty of websites that have the original paint color names (Orient Red, Old English White, Ash Green, etc.) codes and paint manufacturer formula numbers. Some of them even show original paint book chips! In a perfect world, you would take these numbers / names to your local automotive paint store and he / she, would be able to mix that particular color in any original or modern paint. Here is the kicker. Most of the time, this can't be done. The reason being, most of the numbers are obsolete and the paint manufacturers are phasing out the original paints. I keep saying "most". Very few of the colors are available in modern (urethane) paints. MOST of them are not.

The paint manufacturers are phasing out lacquer and some enamel paints. And the formulas will not cross over to the modern paints. This can be overcome though and I'll explain how later.

You might hear the terms, HIGH SOLIDS, V.O.C., UV, TWO PACK, URETHANE, POLYURETHANE, ACRYLIC URETHANE, BASE COAT CLEAR COAT (bc/cc), SINGLE STAGE, TRI COLOR.... These are all terms used for the modern paints.

High solids: The modern paints do not require as much material to complete a job. In the old days, one could paint a fender using a pint of paint. With the high solids paints, we can sometimes paint the entire front end of a car with a pint of paint. More of the material makes it on the car and less on the floor in overspray. Now, you say, "you're using less paint, it should cost less". Not so. That pint of paint that cost \$7.00 in 1970 can now cost as much as \$60.00 per pint! That gallon of lacquer primer that cost \$10.00 in 1970 now an acrylic urethane cost as much as \$200.00.

I think you are starting to see a pattern here. This is part of why a quality paint job cost so much.

V.O.C. (volatile organic compound): These are the part of the paint that get into the atmosphere and pollute the air. The modern paints are much lower in V.O.C.s therefore, better for the environment.

UV: Ultraviolet inhibitors are added to clear coat paint to keep the sun from fading the colors as fast as they used to.

Two pack: Usually refers to paints that use a hardener or other additive to enhance gloss or give additional durability to the finish

Urethane, Acrylic Urethane, Polyurethane: Types of modern paints. These are the finishes that are replacing the lacquers and enamels that are being phased out.

Base coat / clear coat: Any paint system that requires a clear finish over the color to achieve a gloss. The base coat color has no shine or gloss at all until the clear is applied.

Single stage: Any paint that does not require a clear finish to achieve gloss.

Tri color: This system requires a base color, mid coat color (usually something to enhance the base color) and a clear coat of paint.

Back to Matching Original Colors

When original paints are phased out the formulas are lost as well. For some reason a modern color that matches an original color, requires different amounts and types of tinting colors to achieve the same color. In these cases, the original formula is of no use.

A person can come reasonably close to matching an original color. So close in fact, that I feel, the human eye cannot detect a difference. So, how do we go about finding a modern color to match an original? I'll go about it a couple of different ways. One way is to look for some of the original color; such as a place hidden or covered on the body like in the trunk or under the dash. I might remove a splash shield or look under a part that has never been removed. I tend to stay away from the engine bay as the oils and grease have usually stained the finish to a point that it cannot provide an accurate color match to the original finish. Another way is to look in the color chip book at the paint store. This can be as frustrating as trying to buy wallpaper. If I am lucky enough to find a useable formula for acrylic enamel, I'll have the color mixed, then spray some on a panel. When it dries, I'll take the panel to the paint store where they use a spectrometer to take a picture of the color, enter this into a computer and let the computer find a modern color formula to match the original. This tends to be the best method as we usually need a spot at least 3 inches square for the spectrometer to read. Finding that much useable original color on a forty year old car is next to impossible.

With the newly mixed modern color in hand, I'll spray a door or fender on the car for the customer to inspect and approve. If need be, we can look for a different shade and adjust the color as needed.

I am sometimes ask to match a color from a photo, magazine article, or a computer screen. This is next to impossible. A customer brought in a magazine with a picture of a car the color he thought he wanted. I tried looking through color chips at the paint store and could not come close. I went so far as to call the magazine editor to get the name of a vehicle owner that was pictured so I could contact him to find out the color of his car. When I got the color mixed, it looked nothing like the color in the magazine.

It was the correct color but, the lighting in the picture made it look completely different. This is the same problem with trying to match a color from a computer screen.

As I'm sure you know, painting materials and labor are very expensive. Find a painter that will work with you to find a color that pleases you and that you will be happy with for a long time.

My title says MGA paint codes but, most of this information is useable for any other older vehicle. I hope I've shed some light on this area of paint codes and colors. If not, I'm sure that I've totally confused you.

Until next time, Happy Motoring

John

Spring Fling

Saturday, May 6

Depart 270/Gravois Commuter Lot

Gather 8:30

Depart 9:00

Brunch in Kimmswick at the Blue Owl Restaurant

Scenic tour via back roads to Ste. Genevieve

Visit Crown Valley Winery (BYOF picnic or sample the Crown Valley Bistro)

Visit antique shops, historic houses in Ste. Genevieve

Stay overnight at Hotel Ste. Genevieve (\$45 - \$50) or return home (your choice)

Dinner and pub crawl in Ste. Genevieve if staying over

Sunday morning breakfast and return home

The latest word is that the St. Genevieve Hotel is full. Please try booking into the MICROTEL. The rate is \$53.00. The location is not known, but how big can St. Genevieve be?

Fred Houser has provided the following list of our current members. Please save this list by your phone or in some special place.

Subject: 2006 Polar Bear Re-Run

I want to thank everyone who made the 2006 Polar Bear Re-Run such a great success. We couldn't have ordered any better weather. The sun was shining and the temperature must have been at least 60.

Craig Madsen put together a wonderful grill of dogs, brats, and burgers. Karl Schmitt got us permission to photograph our cars in front of the bridge. He also provided brats and dogs that he kept frozen from a previous event. Then he pitched in and helped with the grilling. Many helped pitch in to arrange the buffet of treats provided by participants. Chris and Kathy Kresser provided additional copies of the written instructions for the route. They saw a need and just stepped up and filled it. Thanks.

Thanks to all who participated. There were several MGs and a couple of Sunbeam tigers present. Everyone's participation really makes an event like this enjoyable. A large gathering like this could be offensive to neighbors, but when you have beautiful cars and nice people, it was quite the opposite. Several neighbors told me they liked seeing the parade of classic cars in many beautiful colors.

We had a couple of incidents along the way. My TR6 died at Gravois Bluffs and George Most's Spitfire was running very poorly because of points. George's points were reset with a couple of thick pieces of card stock to gauge the gap. I went back to get my TR6 after the party and found that there was no fuel getting to the carbs. I didn't feel like working on the car in the Circuit City parking lot, so I went back home and got an empty quart oil can, a pointed dispenser lid off a gear oil container, gasoline, and about 4 feet of fuel line. I filled the quart container with fuel. Connected the fuel line to the carbs and the dispenser lid. Screwed the lid on the container, turned it upside down and filled the carbs. The car started and ran. So visualize this. I drove it home with a quart oil container with a hose connected to it holding it up next to the windshield. That must have been quite a site. But what the heck. It worked!

Thanks to everyone who made this such a fun event. We'll have to do it again next year.

Creig Houghtaling

St. Louis Triumph Owners Association

Missouri Endurance Rally

The Endurance rally has ended, Successfully for some, and enjoyably for all. Once again Robert Rushing signature Rally provided all with interesting checkpoint and challenging routes. There were 30 cars entered in this years Rally and for the first time more cars were entered in the Mini Endurance Rally. MG Club of St. Louis members placed well with Charlie and Adam Key winning the 24 hour rally and Katie and Bob Horzmann winning the Mini Endurance Rally. Mark and Adam Shetley finished second in the Mini, only one half mile over the winning distance. Check the Club website and the Rally website for more information.

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Address correction requested

Club Hotline (314) 995-TOMG

www.stlouismgclub.com

Coming Events

Regular Meeting April 10, 7:00pm, Grand Glaize Library, Information about the Easter Concourse de Elegance, the Rally and Fling in the Spring.

April 16, Easter Concourse de Elegance, Forest Park

April 23 Third Time is the Charm Rally. St. Louis Bentley Dealership 12:30pm

May 6, 2006 Fling in the Spring, St. Genevieve, Mo. Details in this issue!

Regular Monthly Meeting, May 8, 7:30pm, Grand Glaize Library

Plan to attend

Warning:

This copy of the *Newletter* contains no photos. Sorry and thanks to all of our contributors who forwarded pictures to the editor. We have been very busy this month with events and the inclusion of the membership list limited the space available. My apologies.