



**The MG Club of St. Louis
Newsletter
March, 2006
Volume 19 Issue 3**

Why Become a Member?

by Simon Dix

Well this might seem like a strange topic for an article in a newsletter that is primarily designed for members of the club. However, at the last meeting we were reminded that many people may pass on their copy of the newsletter to non club members who are interested in MGs or even have full blown LBC (Little British Car) disease. So as a relatively new member I, thought I'd try and help out by making a newsletter contribution and perhaps persuade others reading this, who are not members, to join!

First a little background. I'm originally from the UK and grew up down south in West Sussex. I had loved MGs as a kid growing up, but by the time I was able to drive ('81) it was just after the B's were no longer being made and they weren't quite so cool. Cars like Vauxhall's Astra GTE and Ford's XR2/XR3 and the VW Golf GTi were the must haves – after all, based on the weather, who the hell would want a convertible where you might be lucky enough to put the roof down 5 times a year and in winter

probably freeze you b*tt off if you had a B roadster. Still when you hit 40 you either actually have a mid life crisis, or you at least claim to be having one, so that you can buy something that to most people seems like a really crazy thing to do. Well mine was the latter. With some, but not too much effort, we got past the WAF (Wife Acceptance Factor) and concluded it was time to get my first ever convertible car and an MG at that. Yes, one too many trips up highway 94 in the summer and seeing all the other cool, old and pristine varieties of convertible cruising was enough to set me up for that rash, irrational and down right fiscally not in your best long term interests, act of buying an MG!

So it was in August 2004 that I completed this rash act and acquired my 1977 MGB Roadster. It was in great condition and basically ready to drive immediately – no work required. Since I know almost nothing about cars, other than where to put the fuel and to take it somewhere for oil changes every now and again, that was a VERY good thing. I probably

paid too much for the car but hey, it was mid life crisis time.

So I spent the next year enjoying my car and I've been cruising most of the pleasant weekend days, either off 94 south of 40 or occasionally heading north and enjoying the ferries and the Great River Road. I'm quite happy to spend a couple of hours on my own cruising around and some times I'd convince Tara to join me to see how much of a bad hair day we could make it (the first "Bridget Jones' Diary" movie – drive to the mini break scene? Well not quite THAT bad). Once or twice I'd see another MGB or even a Miata driver. That would typically result is frantic waving between vehicles to a fellow car loving nut who was bombing around the back roads simply enjoying their car. But something was missing – as much fun as I was having I was cruising by myself most of the time. Surely there were other MG fans in St. Louis? A colleague at work was in the Triumph club who told fond stories of club activities (the "Polar Bear run" scheduled for February 12 2006) – would an MG Club be as much fun? Absolutely!!

I had remembered seeing some information about the St. Louis MG club in the various papers I had received when I bought the car. So I dug it out and Googled for information and found the club website. It looked like an interesting club and although I'm not known for trying new things very much, I was determined to check this out. After all it must be a group of people who loved MGs as I now did, and so as the MG had become my new "drug of choice"

over the past year (computers are still my other addictive hobby) even if people were very different, we'd have something in common.

So back in September I decided to join and attend the first meeting. My timing was perfect since the annual fees are due in October, so the mere \$20 to join would cover me for the next year. Let me tell you \$20 is a bargain for a year's membership – you can barely get 2 people to a matinee movie and get a soda for that!

Well, so why should you become a member? These are just my thoughts and experiences and, as with all things in life, your mileage may vary but for me the 4 biggest reasons are: (1) fun club events and rallies, (2) the meetings at which you have a pool of people/knowledge who are willing to try and answer just about every dumb question a novice might have, (3) this newsletter and (4) frankly the friendliest group of people you're ever likely to meet that understand your LBC and or MG specific addiction.

The club events and rallies have been my most favorite elements so far. The recent "Fall Color" event with the Triumph club was fantastic, as I got to cruise some of the nicer roads in St. Charles with a bunch of other nuts in their treasured LBCs. As much fun as I had had on my own it was just so much cooler to be cruising with 5 to 10 other MGs at the same time (we had enough cars to warrant splitting into 3 groups). Can't really explain it but it's just more fun when you're sharing that fun of driving with others who share your passion for these cars. Not to mention you get many more

confused or fascinated stares from folk going the other way when there's a whole gang of you – even the bikers take notice! Other events like the annual All British Car Show and the Halloween Rally just continue to provide opportunities to mix and talk with other addicts, I mean members, of the club and other LBC clubs.

The monthly meetings are very helpful as you get to see people and help the club function along with the social elements that surround the meetings. Also as a complete technical novice, it means for me that I have in one place so much technical knowledge that I feel comfortable that I can get help with any project or problem I might be having. You would do. This is quite reassuring as I hope to embark on an overdrive conversion early in 2006. As good as some of the online websites are at getting help, there's nothing like being able to talk to someone face-to-face or to even bring some of the bits along in case a "shown and tell" session is needed.

The newsletter is a great communication tool for those times when you can't get to the meeting or if you live out of town a bit – it allows you to stay in touch and keep up to date on events and activities that are planned. For some members in the outer regions it's their primary contact with the club. The articles that provide experience on technical aspects and those more humorous in nature just go to round out the membership experience and membership package. The newsletter delivers both help and humor right to your mailbox.

Lastly I mentioned the people. I cannot recall any event or club that I have been involved with where the people are so friendly and helpful. At my first meeting I was welcomed to the event and had fun looking at the various members' cars before the meeting. Whether your car is pristine and just restored, barely moving, or simply resides in a collection of boxes in your garage it really doesn't matter. If you join, you're a fellow MG nut who loves the cars, the marque, the history and LBCs in general. As I am discovering it's an incurable disease so you might as well seek help for your addiction with those similarly afflicted – only they will really understand you. Since everyone in the club is so friendly it's a much better idea to join than to try to deal with this addiction on your own – get therapy with others!

So there you have it. Those are my reasons for joining and becoming a member. I've also since joined the North American MGB Register (NAMGBR) as that seems to be another extremely helpful and national organization and I want to help support MGs. If you love the cars I think you'd do anything to support them and keep them going and it's the local clubs like the MG Club of St. Louis that help make that happen. So if you're reading this and you're not currently a member I leave you with a simple question. Why haven't you joined yet? To steal a couple of marketing phrases (from a sports equipment/clothing manufacturer and my current employer, respectively) – "Just Do It" – at \$20 it's "Priceless"!

Chairman's Message

Lately I have been consumed with preparations for the upcoming Pinewood Derby race on Mar. 19. I have been putting the finishing touches on the track (it's done and is now 32 ft. long) and I have almost completed my race car. I don't know what it is about building a pinewood derby racer, but somehow I always get carried away with how much detail I put into the car. I started out this time saying that it was just going to be a simple car with minimum time required to make it. Well I think I blew that. You can judge for yourself if you come to the race. I think it will be fun even if you don't have a car to race. To reiterate: the race is Mar. 19 at the Gashouse Grill (12643 Olive Blvd.) about a mile west of 270 at 2:00 pm.

The last couple weeks of March are going to be busy for us starting with the Pinewood Derby race. This is followed the next weekend with Bob Horzmann's "Wild as a March Hare" rally. If you've ever done one of Bob's rallies, you

know that they can be quite interesting and fun. Bring your left thinking brain. Details should be in this newsletter.

Finally, the next weekend, April 1 -2, the club's most anticipated annual event, the Missouri Endurance Rally, takes place. I only began to participate in this a couple years ago, and it was the most interesting car experience I think I have ever had. I've heard other people say this too. The object is to find the shortest route to 10 - 12 sites somewhere in Missouri within 24 hrs. There's also a mini-version that only requires 12 hrs. Beware, however, because the rally master, Robert Rushing, always manages to throw a navigating trick into the overall plan that will separate the men from the boys. In spite of the trick, I'm always surprised by the fact that the top finishers are usually only separated by a mile or so out of 700 - 800 miles traveled. I heartily recommend you try this rally if you haven't done so previously. It's really not that hard to stay up 24 hrs. once your adrenaline gets going.

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Minutes for Monday, February 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, Janel Demick and Fred Houser.

Members attending were Gary Hayes, Chuck Demick, Rich Berger, Ken Biermann, John & Carol Mangles, Judy Fox, Greg Wirth, Bob Horzmann, Charlie Key, Richard Griffin, Simon dix, Mike Tutass, Bob Bentzinger, Don Gatheman, Kelly Leahy, Walt Murphy, Eric Mitchell and Frank Laurysen.

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

Treasurer Byron Golfin reported that our regular account has a balance of 2182.00, not reflecting a payment of \$123 for printing of the monthly newsletter. Bill Fox, Special Events chairman, reported that the special events fund stands at \$777.35 following cost of the holiday party.

The club welcomed new member Frank Laurysen, formerly from South Africa, who owned a 1980 MGB while living there and now own a 1976 MGB and a 1978 MGB.

Under the topic of new or ongoing projects, Frank Laurysen reported he replaced rear shocks, leaf springs and is working on the front now, having purchased parts from Rich Griffin.

Bob Bentzinger has almost finished his passenger side floor pan, telling the club he has been drilling and spot welding until he was dreaming about it! He has scrapped the plan to save the pan. Bob also made mention of Mark Evans' dvd "An MG is Born," highly recommending the video, a 2 dvd set that costs USD \$30. The video shows how an MG is built, from the

beginning, and is a big help in taking a car apart, when you can actually see where the parts go. Basically Bob IS making progress on his car. Bob Horzmann added that Mark Evans website is www.markevans.co.uk and he has videos of the building of several other types of vehicles.

Chuck Demick reported that "B ina box" was hauled to John Mangles shop and is now at the sandblaster's.

Ken Biermann had no report on his V8 and Rich Berger's V6 progress includes now having 2 windows, a vent in, 1 door window goes up and down. Some progress in the area of 'glass!' Rich talked about his engine being fuel injected and that he needed to come up with a swirl pot to insure that a constant supply of fuel is present. He is planning on running two fuel pumps, an SU type and a high pressure pump, one to supple fuel from the tank to the swirl pot and the other to supply the injectors from the swirl pot. A brief discussion followed. Ranney Dohogne reported to the club that the track for the pinewood derby is completed. He increased the length of the track to 32 feet, adding 8 feet to the total length. The 2-lane track is varnished, starting mechanism working. There were kits available for purchase at the meeting for anyone interested in participating. The derby will be held Sunday, March 19th at the Gashouse Grill on Olive, east of Mason Road. Ranney asked for volunteers to form a committee to set rules for the derby. Byron Golfin, John Mangles and Bob Bentzinger volunteered.

Under old business Ranney Dohogne reported that the survey included in a past newsletter asking the membership to 'rate' types of outings/rallys and times and days of the

week, was a bust as he has only received 4 replies.

There was some discussion regarding club teeshirts and placing another order in order to get shirts to members who are waiting on them. Bob Horzmann suggested the club consider a new design for the teeshirt and offer the shirts for sale to the members. Ranney Dohogne would like information on cost for shirts needed now. Walt Murphy expressed an interest in possibly offering jackets and hats as well. Bob Horzmann mentioned Embroidery Me would take any design and incorporate it into stock items. It was mentioned that Byron's neighbor had been doing some embroidery work for club members also. This topic was tabled after brief discussion.

Robert Rushing was not present to give an update on MG2006. Janel Demick spoke briefly and mentioned that accommodations were filling quickly and some hotels were already full. She also told the club that all lodging reservations (at event designated locations) must be made through the MG2006 website, and not directly with the hotels. Bob Bentzinger mentioned that Don Hayter, who designed the MG, will speak at the event. Bob Horzmann said Ken Costello, designer of MGBV8s, and first to market them, will also attend the event.

Under new business the next tech session will be held on Monday, February 20th at Charlie Key's shop, British Cars of America, 2338 N. Lindbergh at 7pm. The session will cover carburetors, powertuning MGs and if not too cold outside, may include tuning a carb. At this time Charlie mentioned an article in the current "Hot Rod" magazine that has a Sunbeam retrofitted with a Mustang 5.0.

Robert Rushing was not present to give an update on the Missouri Endurance Rally and Mini Test on April 1st and 2nd.

Bob Horzmann is organizing a local rally for the club, Wild as March Hares. The date of March 26th was chosen and other local clubs will be invited. Cars will meet at Target in Chesterfield valley, first car off at 1pm. The rally will cover about 100 miles and end at a local establishment for refreshments.

There was some discussion regarding our Fling in the Spring rally and whether the club favored a long drive, options to stay overnight and so on. A tentative date of May 6th was set. A 'backroad' drive to Ste. Genevieve was suggested. Bob Bentzinger said that he had some ideas for Bill Fox regarding the planning of the event. This topic was tabled until the March meeting. Charlie Key brought up the idea of a GPS rally at some time in the future, but found out most members do not have GPS available.

Bill Fox reported he'd been contacted by the Horseless Carriage Club of St. Louis regarding the Easter car show at Forest Park. The show will be held on Easter Sunday, April 16th. Last year our club was represented with 30 cars. Registration is \$12.50 per car and members must pay Bill Fox by next meeting.

Ranney Dohogne showed the club a certificate we received from the Homeless Veterans for our financial support.

It was noted that the annual swap meet and auto jumble in Chicago will be held on Sunday, February 26th. Several members expressed an interest in attending. The meet runs from 8am-3pm but it was suggested to be there by noon

at the latest. More information can be found on our website or the Chicagoland MG Club's website.

Sunday February 19th there will be an SCCA 'gimmick' rally, Hail to the Chiefs. Registration will begin at 11am at the Illinois Vehicle Inspection Center in Columbia IL. First car off at 1:00. The Pro SCCA rally, 100 Acre Wood is also coming up.

Bob Horzmann made the suggestion that the club officially recognize the upcoming marriage of Mike Fishman & Cookie Jamison and wish them much joy and happiness. Fred Houser will send a card to the couple on behalf of the club.

Don Gatheman thanked Bob Horzmann for a timely newsletter. It was mentioned that some addresses need to be corrected and also print size uniformity. Bob said the club was welcome to that issue up with Mrs. Horzmann as she typed the first part of the newsletter! Email any corrections to Bob at magdie@mindspring.com On the topic of our newsletter, Bob Bentzinger made note that some clubs do not include the previous month's minutes in their newsletters. A suggestion of including a brief synopsis of the minutes instead was discussed. Bob Horzmann reminded the club there was some value to publishing our minutes and questioned whether we could migrate some of our newsletter information to the website, to fill the website with minutes, valuable material in order to

expand the use of the website. There was some discussion on this subject. Kelly Leahy mentioned there was a reference to our website in the newsletter. Suggestions such as adding a 'tech tips' section were offered. Kelly Leahy was volunteered by Janel Demick to form a committee to work on this. Discussion regarding the website was tabled.

Still on the subject of the newsletter, Bob Horzmann said he had been receiving a lot of support with the newsletter and further solicited articles and authors, requesting articles for specific marques each month. Bob reminded the club to have all articles to him by the 20th of each month so he can put the newsletter together and get it out before the monthly meetings. Frank Laurysen suggested the authors submit their picture with the articles to add a personal touch.

Rich Berger is looking for a rear GT window with a good defroster. And Charlie Key has several assorted British cars for sale. For more information, call Charlie.

Winners of the attendance prizes were Mike Tutass, Chuck Demick and Kelly Leahy.

There being no further business, under motion by John Mangles, the February meeting of the St. Louis MG Club was adjourned at 8:55pm.

Respectfully submitted,
Janel Demick
Secretary

The February Tech Session

If you missed the tech session "Rebuilding and tuning S.U. Carbs" a DVD of the evening will be available at the next meeting. Proceeds will go to the club. This would be a great souvenir for the twenty plus who attended or allow those who were unable to attend to review the material on the 2 hour DVD.

Remember our next tech session will be at Hi-Tech collision repair. John Mangles will be the presenter and host

"I Thought They Were Married"

By Mike Fishman

When I saw Dennis Scanlan last week, he congratulated me on my upcoming marriage to Cookie. When he told his twin boys, they responded by saying that they thought we were married.

I guess that there should be a common misconception about our marital status, as we have a couple for 14 years. Over the years we have been attending all MG events together, so naturally lots of you just assumed we were married! Well, that will change on February 19th when we will be officially married.

Why after 14 years???? Well, we love each other and want to formally commit to each other and be sanctified by both God and St. Louis County. Secondly, we felt my two granddaughters deserve to have a "Grandma Cookie" rather than just be known as Grandpa's friend "Cookie".

We will be honeymooning in Cabos San Lucas and return to our two condos-across the hall from each other in Creve Coeur Crossing (The "two condo thing" has worked for all this time, why change a good thing???)

It looks like we will now have to change Cookie's club name badge from Cookie Jamison to Cookie Jamison-Fishman.

Club Officers and Contacts

The MG Club of St. Louis is a center of the MG Car Club, LTD, an affiliate of the MG Owners club, a Chapter of the North American MGA register and the North American MGB Register. The purpose of the club is to provide MG owners and enthusiasts with social activities and technical support, in addition to promoting the M.G. marque Membership is open to anyone subscribing to the purpose of the club whether or not they own an M.G.

2005-2006 Officers

Chairman Ranney Dohogne, 12970 Ambois Dr. Creve Couer, Mo.,63141, (314)878-7766, great@sbcglobal.net.

Treasurer Byron Golfen, 152 Seabrook Dr., Chesterfield, Mo, 63017, (314)469-7146

Secretary Janel Demick, 1028 Lexington Dr., Columbia IL. (618)281-5872

Events Chairman Bill Fox, 998 Northwestern Ave, Fairview Heights, IL. 62236

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Prewar.

T series Charlie Key (314) 428-9335, BritCar Guy @ aol.com

MGA/Magnette John Mangles (636) 399-9338, mgdock@sbcglobal.net

MGB Walt Murphy (314)645-1665

Midget Adam Key (314) 428-9335.

Cars in Boxes Bob Smith (314) 427-5929, Lexierob@aol.com

Other Marques Gary Hayes, (618) 281-6254

Historian/ Newsletter editor Bob Horzmann, (636)227-3449, magdie@mindspring.com

The opinions expressed in this newsletter are those of the individual authors and do not necessarily reflect those of the club or its members. Readers are warned any vehicle modifications are made at their own risks. Always use proper safety precautions when working on you vehicles.

Midgets, Sprites and More.....Adam Key

Midgets started way back with MG, although many of the cars had number identifications they were all kind of lumped together and called Midgets. These little cars were lightweight and inexpensive, they were easy to repair along the roadside, this was a normal thing for earlier motorist to stop almost anywhere for impromptu repairs, so has anything changed? Sure it has, we have much better roadsides, can get more parts to carry with us, and have nice little repair kits with all the right tools. So why do we like to drive our little cars? They are just pure fun to drive, they get all the looks from everybody you pass and that's a good thing for any car you drive. I have found people want to talk to you and be friendly if your driving a midget, the girls like them too!

I have a old ad for the Midget I like to think of as I drive, it is a picture of a 71 orange midget with a pretty young girl standing by the car and it says across the top of the ad "Your Mother Wouldn't Like It", I don't know why? 0 to 50 in 9.6 seconds, is that too fast? Top

speed of 95, well in a Midget, that's moving, and the thing to think about now even more is the 45 miles per gallon, that's better than the hybrid cars are actually getting, and could mean extra money for a young guys fancy, I better not let out too many secrets out about the Midget or everyone will want one. Keep the shinny side up, and the rubber on the ground.



Charlie Key explains the workings of S.U. carburetors.

The "T" Register

Charlie Key-Registrar

This week has been so great, spring is here! I spent the evening in the garage listing all the things to do on each car to be ready for the driving season. This is going to be a very busy year for the T cars with the Gatlinburg meet and the GOF MK XXVIII at Lake of the Ozarks since I stepped up to make it happen in 06. I just couldn't let a year go by without a GOF. This is going to be a great time, it all started to come together when Paula and I visited the lake as a possibility, we had looked at this back in 99 and it was not going to work for the MG Club of St. Louis members, so it was kept in town, that turned out very good, but it was time to look again at the lake. After several trips down for the weekend and many meetings with resorts showing their wonders we came across a five star resort that wanted the GOF to be there. Things started falling into place in many ways; the hotel is based on a design using Octagons as building design, what could be more MG? It is up high on the mountain top overlooking the lake and forest, secluded gleaming stucco and red tile roof buildings in a gated community. This resort is The Country Club Hotel and Spa, having mostly suites and the rooms with no smaller than Queen size beds, there are also condos available that can be shared. Indoor and outdoor swimming and tennis courts and a top rated spa for real relaxation, a very good restaurant and banquet facility having live jazz in the evening at the bar. The resort also has a road that goes down to the lakeside dock with a parking area that will be the site of our Hill Climb.

After getting the resort contract going, (we have the entire hotel), we were looking for a theme for this GOF, I kept thinking how this resort reminded me of Old Monterey so I started looking to that old city for a theme idea. In reading about Monterey I was surprised to learn that its fame was for sardines, well you may feel like a sardine in a T car, but not a good theme. But I found it had a much better claim to fame being a place where many famous writers had worked, one of these, Robert Lewis Stevenson, and one of his greatest works, "Treasure Island" , There it was , the theme. Treasure, pirates, hunting treasures, What's the best treasure to find? People you share with and have fun with. What are we about? So came, "Treasures of the Octagon" our theme. This is going to be Fun; Treasure hunting Rallies, funkana, hill climb, costumes for people and the cars, prizes, good food, friends, family, a party.

Much of the event is planned but we will need helpers for the many little things that need to be done. So I will ask if you want to come to the party and give a little help along the way. We want you even if you don't have a T car, we are flexible, it's about people and the real "Treasures of the Octagon".

September 26 thru the 30th. , Charlie 428-9335, britcarguy@aol.com.

Schedule Change: Rabbits give way to Polar Bears

2006 Polar Bear RE-Run Hosted by SLTOA on Jefferson County roads and at the home of Kay & Creig Houghtaling.- *We will try this again. Sunday March 26 at the same time. This time we will have perfect weather!!! Or at least no snow! But this is St. Louis and even though the date is later there is no guarantee. So if the weather looks threatening, call my home number 636-305-1143 or my cell phone (unlimited weekend minutes) 314-401-7817. You can also check back on this page or SLTOA's front page. Sunday morning the 26th I'll put in a go or no-go note if there is any threat of weather. If the weather looks clear, presume we are ON.*

Two other changes: Instead of chili by Craig Ingraham, this time we will have burgers, dogs, and brats by Craig Madsen. Two liter sodas and some beer will be provided. Please bring what ever else you would like to share. (food, drinks, deserts, etc) Second, we will not do the poker cards and SLTOA ball cap give away for a door prize. The poker card handout is too difficult to do. Food and lots of good company will have to substitute for hat freebees.

On our snowed out run (Feb. 12th) we must have had at least 20 cars in attendance. (MGs, Triumphs, Jags, Healeys & more than a few SUVs and other more reasonable cars for a snowy day.) If the weather is better, we could have more. Or it could be fewer because it is not as much of a challenge. We'll see. Whatever happens, the route is beautiful and whoever shows up will be just as beautiful!

We will print more maps, but if you have one from the 12th or print one from this site, please bring it along. Thanks!

As you are aware from our last meeting the MG Club had schedule an event on this date. We, Ranny and Bob have decided to defer our rally to a later date. We hope this will allow greater participation in both events. The MG Club rally will be rescheduled at the monthly meeting

An MG is Born

British television host Mark Evans has a DVD available chronicling the rebuilding of an MGB roadster. If interested check out his website www.markevans.co.uk or order at 011-42-800-3196900. Use the website to verify I have the phone number correctly written.

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Address correction requested

Club Hotline (314) 995-TOMG

www.stlouismgclub.com

Coming Events

Regular Meeting March 13, Grand Glaize Library, If planning to attend the annual Easter Concourse de Elegance, plan to attend.

Pinewood Derby , March 19,2006

Polar Bear Run, Second Chance, March 26, Details Inside

3rd Tech Session March 20, Hi-Tech Collision Repair, John Mangles

Missouri Endurance Rally April 1&2

Plan to attend