



Chairman's Message

Ranney Dohogne

The 2007 All British Car Show is right around the corner and happens in less than couple weeks on the weekend of Sept. 15 – 16. We would like to make this one of the best attended shows we have had in some time so if you could ask anyone that has a British car if they would display it at the show, that might influence someone to attend who wouldn't otherwise. Carry some extra registration forms with you so that they won't have that as an excuse. At the very minimum tell them how to find the registration form on our website. And pray for good weather. [Ed—you can find the links right on the home page or in the events page—there's a PDF or DOC format file available, not to mention the form is in the newsletter again this month]

The September meeting is one you don't want to miss. This is the meeting in which the candidates for our officer positions are nominated for the upcoming year. This year is especially important because our current slate of officers, including myself, have been in place for two years (term limit according to our by-laws) and must step down. Therefore, we will be nominating candidates who are entirely new and we won't have the luxury of reelecting incumbents. So be thinking about who you might like to see in

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Rich & Barb Berger at MG2007 in California
Plenty of MGs in attendance



Barb with the LE at the continental divide
11,307 ft above sea level



Chairman's Message (continued)

an officer position, and if it seems right, nominate them. It might be a good idea to let them know ahead of time so that they aren't surprised that night. The officers to be nominated are the Chairman, Treasurer, and Secretary. We also nominate the Events Chairman and the various Registers. The actual election then takes place in the October meeting.

Get your car all polished up and good luck at the show.

Members & Their Cars Slide Show

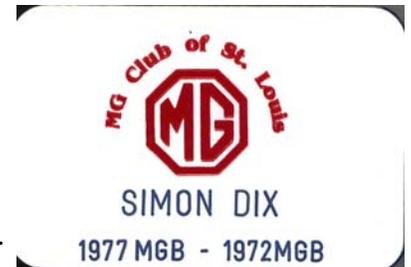
The most recent update to our web site allows us to have a slide show of our members and their cars. If you have a favorite picture of you and your car, please send it to our editor so he can upload it and include it with those already there. If you want to suggest a caption to go with the photo (year/model & where the picture was taken) that's also helpful and makes the picture all the more interesting. The slide show is located under the *Club Info* menu and the *About the Club* section. Take a look—we hope this will help attract members when they see what a friendly bunch we are and the cars that our members own. If you don't have a digital picture to send you can still send a picture by mail (see page 11 for his ad-

dress) and Simon will digitize it for you. If you want the picture returned please enclose a stamped, self-addressed envelope.

Name Badges

Just a reminder to everyone, especially our newest members, that club name badges are available to order. As we have added quite a number of new members over the past months I thought a mention of this might be worth while.

If you want an order form please contact our Editor, Simon, [Ed e-mail is fastest: editor@stlouismgclub.com] and he can send you an order form. An example of the name badge is shown below. You can add a second line to indicate what cars you have (2 maximum; year/model). These are very useful at meetings and it helps people associate a name with a car much easier. These are available for just \$7 per badge and there are various catch/pin/clasp options available.



July Meeting Minutes

By Carole Mangles substituting for Janel Demick, Club Secretary

The monthly meeting of the St. Louis MG Club was called to order at 7:36 pm by Chairman Ranney Dohogne. Officers in attendance were Ranney Dohogne and Gary Hayes. Members attending were Don Gatheman, Chris Kresser, Bob Bentzinger, Bob Horzmann, Fred Houser, Greg Quigley, Rich Berger, Robert Rushing, Simon Dix, Carol & John Mangles, Ken Biermann, Richard Griffin, Ron Birke, Walt Murphy, Mike Tutass, Steve Fahrig, Carol and John Mangles, Robin Hayes, Bob Smith, Alan Kennedy, Tom Kohnen, Eric Handesty, Dave Hinni, and Frank Laurysen.

The July minutes were approved.

Due to the absence of Byron Golfin, Treasurer, there was no report of the general account. Gary Hayes, however,

reported that the special events account had a balance of \$994.79.

New faces at tonight's meeting were Dave Shippee who owns two 1977 MGBs and Sam Agosto who is doing a chrome conversion on his 1977 MGB.

Ranney Dohogne skipped over "Projects" in order to show a portion of the video "The MG Experience" to the members.

Old Business:

Ranney reported on the July 22 Illinois ride that headed toward Litchfield. A total of 12 cars participated in the tour that culminated at a family run restaurant. Ranney admitted that his attempt to produce cool air in his GT by using an ice chest and fan was largely unsuccessful!



July Meeting Minutes (continued)

John Mangles reported on the August 11 John Twist Summer Party Car Show in Grand Rapids, Michigan. About 220 cars on the field, all arranged by color; no voting and no trophies were given out. Pretty hot coming back to St Louis on Sunday, most of the cars caravanning had the tops up. Robert Rushing added that Janel and Chuck Demick's B in a Box sustained a fender bender while parked when a large truck backed into it during the first hour of the trip up to Grand Rapids!

Rich Griffin attended the New Town British Car Show on August 11; there were about 12 cars total.

New Business:

Gary Hayes reported on the club's upcoming British Car Show scheduled for September 16. 28 cars have pre registered. Everyone is encouraged to register as soon as possible. Trophies have been ordered; T-shirts have been designed and will be ordered soon. Parking and registration have been assigned to subcommittees. Ranney to coordinate the vote counting day of show. A motion was made and approved to transfer \$800 from the general fund account to the special events account. Gary will contact Byron. Walt Murphy asked about a document he could use when requesting donations from vendors. Ranney will email a "begging" letter to Walt for this purpose. Chris Kresser to talk to the Triumph Car Club to encourage pre registration. Don Gatheman will speak to the Jaguar Car Club and encourage participation in our show. Gary reports we are still waiting to hear if we have reservations to appear on Channel 5 "Windows on St Louis" in order to promote the show. Bob Bentzinger announced that he is interested in manning a small parts sale area at the September British Car Show [Ed—please see page 9 for more details]. Please let him know at least 1 week before the show if you have any small parts you would like to be included in his sale area.

Upcoming events include the Pre Dawn Rally on Sunday September 9th. Plan to meet at 4:45 am at the Bentley dealership in Chesterfield Valley for a 65 mile gimmick rally; all cars are welcome. The rally will end at a breakfast eatery for award announcements.

Other upcoming car events include:

- SCCA rally Aug 19 in Columbia IL
- KC All British Car Show September 1 and 2
- First Baptist Church of St Charles September 8 [Ed—Cave Springs/I-70 opposite Home Depot] - see website for details
- Chicago British Car Festival September 9

Simon Dix acknowledged Kelly Leahy for all the hard work he has done for our website. Kelly has recently relocated to the Seattle area. A motion was made and unanimously approved by our members to purchase a thank you trophy for Kelly to express the Club's gratitude for his support and dedication.

Simon Dix also raised the question as to whether the club wanted to increase the membership fee to members who elect to receive their newsletter as a hard copy via mail [Ed—it costs \$1 per month for the mailed copy so of the \$20 membership fee only \$8 remains with the club for members getting a hard copy. It's this low because Mike Barnes gets us cheap printing rates—at normal prices we'd be losing money]. We are still mailing out 80-90 newsletters per month. Another question discussed was whether the club wanted to restrict the newsletter to only members or publish it freely on the website. Simon will bring these issues to the next meeting for discussion. [Ed—The idea being to make information more available to people outside the club about us and our events and hopefully increase membership and or attendance.]

For Sale or Wanted:

Brian McReynolds has a 1969 MGB for sale for \$9500-314-341-4006

Greg Quigley is looking for an original wiper arm for a 1972 MGB with a brushed finish.

Attendance prizes were won by Simon Dix and Rich Berger. There being no further business, the August meeting of the St. Louis MG Club was adjourned at 8:45 pm.



Tales Of A Wandering MGB

By Barb & Rich Berger

Very frequently I run across articles or emails basically stating that one can't really travel in a MGB due to lack of reliability, shortage of space, or overall discomfort. Barbara and I are here to tell one and all that it "Just Is Not True". Our travels took us round trip from St. Louis, MO to Sonoma, CA for the NAMGBR MGB meet and then onward to Whistler, BC for the NAMGAR MGA meet. Twenty-two days and 7,054 miles later we and our MGB LE were back home, still speaking to one another by the way! Following is a brief account of how we managed and what great sites we viewed along the way.

"Twenty-two days and 7,054 miles later we and our MGB LE were back home, still speaking to one another by the way!"

Getting Started

Planning for this trip really began at the 2005 MGA meet that was held in Mackinaw City, MI. While attending that meet with our '57 MGA we viewed a presentation from the British Columbia MG club promoting their upcoming meet to be held in Whistler, BC. One look at the slide show presentation and Barbara was hooked. All she knew was that she was bound and determined to attend that show. Later we found out that the MGB meet for 2007 was going to be held in the Napa Valley, just north of San Francisco, just a week and a half prior to the MGA show. Immediately Barbara stated that we should attend both shows. She wasn't taking no for an answer [Ed—anyone else have this problem? <smile>].

Well, during this time I had been working on the creation of a modified 1970 MGB GT. We thought that this car, with A/C, a V6 engine, etc. would make the perfect traveling companion for such a long trip through mountains, deserts, and July heat. However by March of 2007 it was apparent that I just wasn't getting it finished fast enough. [Ed— stop going fishing with Chuck]. There would be no A/C for us on this trip! Now the decision needed to be made as to whether the 1957 MGA or the 1980 MGB LE should make the trip. No matter which car was chosen we were going to be out of place at one show or the other. Barbara was in favor of the MGA while I thought the MGB would prove to be more comfortable for such a journey. After debating the pros and cons, the MGB won due to the availability of the zip out

rear window. We have found, from previous hot weather trips, that the zip out rear window provides quite a "comfort" benefit. Now that we know which car is going it is time to begin preparations for the trip.

I tend to spend a fair amount of time preparing my car for a long trip. Basically, if you are starting out with a car in generally good condition, I see that the fluids are changed and/or topped up, check and adjust the brakes, adjust valves and carbs if needed, see that all electrical devices are working, and finally, check the cooling system for any problems. I also pay special attention to my stock of spares and tools that I will be carrying in the car. Many articles are written on what spares to include for a long trip. My theory is that if the part is necessary for the car to continue running and that the part can possibly be changed on the road I will include it in my inventory. For example, using these criteria, I take a spare alternator but do not take a spare starter. All these parts and tools do take up a fair amount of trunk space. One trick that I use to save some room is changing my full size spare tire out for a space saver model I purchased from a junk yard. I think mine came from an old Toyota but can't be really sure. Using the space saver spare, turned over so additional stuff can be stored inside the wheel, makes a big difference in MGB trunk capacity. Additionally you have to learn to pack lightly. Barbara is always asked how she manages with such restricted trunk room. Her answer is always, "When stuck on the road in the middle of nowhere what would you rather have, clean underwear or the necessary part to get you back on the road?"

Planning the Route

We have found that spending the time up front to plan the route *always* pays off in the end. I am the first to acknowledge that Barbara is the official Navigator and Route Planner. We prefer to travel on secondary roads whenever possible. Our experience has taught us that a detailed review of the AAA road maps and travel guides allows us to plan an interesting route, with the opportunity to stop and check out any local sites that we feel are interesting.



Tales Of A Wandering MGB (continued)

We usually don't try to make advance hotel reservations for our stops on the road, since we never quite know how far we are going to travel on any particular day. I admit this is a debatable practice since we have had occasional difficulty in finding a room at a convenient time and location. Why these hotels, located in the middle of nowhere, are sold out on a week night never fails to amaze us. We have had great luck staying at locally owned motels along the way. Only once, in all of our travels, did we end up in a really bad room. One way we tend to minimize this problem, is to wait till we are close enough to be fairly sure that we want to stay in a particular town and then use the AAA guide to call ahead for a room. If the contacted hotel has plenty of rooms we usually wait until we get there to check out the premises in person. If they seem to be filling rapidly we will take a chance and book a room site unseen.

Barbara is very good at coming up with various possibili-



Rich, Barb & the LE on the road trip

ties for sightseeing along the way. She notes them in her route directions and we then decide if we want to pursue them. When we get to them, we take into account how far out of our way we will have to go and how long it may take. That, in addition to the occasional unpaved road, helps make up our mind to see if we are going to stop.

Trip Summary

We'll skip Missouri (we all know what's there)

Nebraska – High point: Rich ate a Runza (meat pie that reminded him of his childhood) and we stayed at the Plunk & Bunk Motel (love the name!)

Low point: There's just not much to see in Nebraska, no matter which way you go

Colorado – High point: We got to stay with and visit our son and daughter-in-law

Low point: Ate a picnic lunch, which would have been fine except for the terrible flies

Utah – High point: Drove on the Nebo Scenic Loop, just south of Salt Lake City, really lived up to it's name!

Low point: Broke down in Salt Lake City, but after only a 3 ½ hour delay and \$80 poorer, we were on our way

Nevada – High point: Ely, a small gambling city, where we stayed at a historic (but nice) hotel with gambling casino

Low point: US 50 (billed as the Loneliest Road in America) – did not live up to it's name, it is kind of empty, but we've seen way emptier

California – High point: Way too many to mention – but I would have to say the drive up the coast on Hwy 1 – beautiful weather and even better scenery (after MGB car show in Sonoma)

Low point: Saw a dead bear by the side of the road (killed by a car?)

Oregon – High point: Toured the Tillamook Cheese Factory

Low point: Rain, rain, rain (couldn't see much of the coast and ocean because of the clouds, rain and fog, etc.)

Washington – High point: Rode a car ferry across from Port Townsend to Whidbey Island

Low point: Spent 2 ½ hours inching in line to cross the border into Canada

British Columbia – High point: Again, way too many to mention – but probably the road from Whistler (site of the MGA show) north 2 hours for a scenic (was it ever) drive

Low point: All of the construction on the road from Vancouver to Whistler, preparation for the 2010 Olympics

Alberta – High point: First half of the province is very mountainous – beautiful

Low point: Second half of the same province is very flat, hot and not too interesting

Saskatchewan – High point: Ate breakfast in Moose Jaw (it even sounds interesting)

Low point: Mostly flat, hot and again, not too much to see. We're getting pretty good at converting kilometers to miles!



Tales Of A Wandering MGB (continued)

Manitoba – High point: Ate dinner and saw a little of Winnipeg
 Low point: (Our) Motto of the province – a whole lot of nothing! Winnipeg is pretty much all that's there.
Ontario – High point: Pretty drive to the border (and a much easier time getting back into the US)
 Low point: The hotel we stayed at had warnings posted all over about bears in the parking lot (luckily we didn't see any)
Minnesota/Wisconsin – High

point: Beautiful drive along the Mississippi River at dusk
 Low point: Hot!
Iowa – not too much to say, by this time, we were getting anxious to get home and pretty much just drove!

Post Trip Thoughts

We were able to have a great time, travel a long distance, see many new sights, make a lot of new friends, travel as much as 640 miles in a day, and average over 25 miles

to the gallon in the MGB. Although we did have a few mechanical hiccups along the way there was nothing that kept us from enjoying our trip. Who says that MG's are not a reliable method of transportation! Get your cars out of the garage and on the road where they belong. here are many beautiful things to see and the MG is a great way of seeing them.

Twelve Years With a Midget.

By Gryf Ketcherside

Funny thing, hindsight. Had I known then what I know now, I probably wouldn't have an MG in my garage. But it was early summer in 1995, I was thirty-nine years old, gainfully employed, and starting to grow wistful about my high school days, when our family's second car was a '71 MG Midget. I'd learned to drive a manual gearbox in that car, and eventually ended up driving it more than my Dad, who'd bought the car in the first place.

That red 1275 had been gone for some twenty years when I saw a black '78 Midget sitting in a local used car lot. By this time I was grown and married, with a nine-year-old son and an old house in Saint Charles. Frankly, I hadn't been considering MG ownership at all when I saw that Midget. But it only took one glance to bring back all the old feelings. I realized that I needed that car. More significantly, I felt that it needed me; although in generally sound condition, a cursory inspection revealed that it needed some TLC throughout.

And that's where a total lack of hindsight erased any ominous premonitions I might have had about the car. Face it; I know now that the 1500 engine isn't the most robust piece of machinery in the world, particularly when maintenance is ignored. But that was then. The first time I checked the Midget's oil was there on the car

lot, just before driving it home and the dipstick came out dry. The manager was kind enough to add a quart for me, and that brought the oil level up to the end of the stick. I drove it home and added another quart right away. Today, of course, I'd imagine such an engine with "Grenade" written all over it. But I didn't know any better then and, in spite of all the odds, that same engine has now done a further 20,000 miles under my ownership, with strong oil pressure, and no funny noises nor smoke.

"I realized that I needed that car. More significantly, I felt that it needed me."

I've been equally fortunate with the body shell. Aside from a few recently-repaired rust bubbles in the left rear wing, the shell is surprisingly solid. The PO painted the car black, and although that wouldn't have been my first choice for a color, it's a very nice finish and reveals the overall straightness of the panels. I wish he hadn't painted some of the wiring black in the process, but we can't have everything!

Anyway, back to the story; after a heart-to-heart with my wife, we agreed that the Midget wouldn't break the bank, so a check was written and home it came. During the weeks that followed, I became familiar with such things as the Moss Motors and Victoria British catalogs, an excellent online MG BBS, worn out suspension bushes, grotty wiring, non-functional lights, oily brakes, clutch hydraulics, etc. Basically, all the usual stuff. My first action was to



Twelve Years With a Midget (continued)

make an appointment with a local foreign car repair shop to get all the lights working again so I could have the car inspected and get it licensed. But after poring over the wiring diagrams, I decided I could do it myself, and cancelled the appointment.

Successfully sorting out the electrics convinced me that I could do pretty much anything else on the car as well, and that has proven to be the case. The only time I've had the car in the shop was when it was hit in the bum last year, and John Mangles did a stellar job of nudging it back into shape. A friend and I rewelded the anti-roll bar mounting points a few months ago when my uprated bar pulled them out of the chassis, but aside from that, the only knuckles busted on this car have been my own. And there's a great deal of satisfaction in that! Not only can I feel the car's heritage when I drive it, I can also feel my own handiwork, and the improvements I've made. (Conversely, when one of my "improvements" immobilizes the car [Ed – It sounds like another instance of failing to proceed], that's another story, been there a few times.)

Some highlights of my MG ownership would include the trip I took to the UK in 2000 to visit a family I'd met thanks to the MG BBS mentioned above. I spent a week with them in Blackpool, and took a two-day road trip to Abingdon, Oxford, Gaydon, and Swavesey, with day trips to Liverpool and Scotland as well. Then there was the weekend a buddy and I drove the Midget to Indianapolis for MG '96; I'd only

owned it for about a year, but had already addressed some of the fundamental issues. All the same, a five hundred mile road trip in an all-black Midget, when the temperature is pushing 100°, is something of a character-building experience, to put it mildly; especially when we got stuck in traffic near Terre Haute and the car expired. We somehow got it back on the road, but driving the remaining three hundred miles in a car that had stranded us took the wind out of our sails. Admittedly, the parade lap around the Speedway made up for a lot of misgivings!

I've entered the Midget in the St Louis MG Club's All-British Car Show every fall since I bought it, so this year will mark our thirteenth appearance. We had a good time at the recent New Town British Car Show, and we're looking forward to

becoming regulars at future events there. The whole experience has been quite the adventure, and I am truly grateful for this car, and for the fun it's brought and for the fellow enthusiasts I've met over the years. The car will turn thirty years old this fall, and I'm trying to think of some way to celebrate. [Ed – talk to Rich & Barb Berger – they know how to have a party for a car!]

I've documented many of our adventures in my car's website -- <http://www.ketcherside.net/mg.html>. There are plenty of photo galleries on the site, including several from my UK trip, Indianapolis, and MG '03 in Saint Louis. Feel free to browse the pictures, and drop a note if you'd like! My e-mail address is listed on the website.

Safety Fast!



Gryf with his wonderful 1978 Midget



Farewell, but not Goodbye; Kelly/Nadia Leahy

By Simon Dix

Well, by the time this is published Kelly; his wife Nadia and their unborn baby should be safely in Seattle, WA. Kelly took a new job that has him relocating to WA state and our loss will be the Seattle MG club's gain!

Although Kelly has relocated he is going to remain a member of the St. Louis club. Apparently the newsletter is so good he just can't live without it! Actually Kelly just wanted to remain connected with the club and he will still help as webmaster for the club web site.

In case you weren't aware, the club owes a big debt of gratitude to Kelly for his efforts in spearheading the revamp of the club web site. Previous work had established our internet identity but, as with all technology, things progress and it was time to give the site a makeover. As a

web developer by trade Kelly took a lot of his own time to create the framework that we now have. This allows mere mortals to add content and pictures easily to the web site and expand on the great features and functions that had been previously available.

If you haven't checked out the web site in a while you owe it to yourself to take a look. Not only does it look great there is a lot of Event information along with links to service and support web sites and technical tips and videos as well.

the web site he has been active in many of the club events and rallies.



Kelly & his MGB at the All British Car Show—Sept 2005

He has also been quick to provide help to other members in various areas of expertise and knowledge. He can talk electrical Blah, Blah, Blah extremely well along with Bob Bentzinger our former chairman.

In addition, if it were not for Kelly, my own efforts to convert my 1977 MGB to an overdrive transmission simply wouldn't have happened. Thanks Kelly—it's a different car with overdrive!

Thanks for all your efforts on behalf of the club Kelly. We all wish you, Nadia and the baby to come all the best as your start the next chapter in Seattle.

WEB SITE LATEST

If you haven't looked at the site for a while please do make a visit. We can now have picture slide shows and the long wanted member's cars slide show is now active (See: About the Club under the Club Info menu.

Also check out the links page. Here you'll find lots of links to useful information. I have recently added links to the John Twist YouTube videos. Check them out—you may see something really helpful to your current project work!

Kelly has been a very active member in the club and has made an impact in the 2 years or so that he has been a member. In addition to



A Screen shot of the Club Web Site Home Page Made possible by the work that Kelly did



The MG Club of St. Louis and The BRIT 2-Lane Tour
Invite You To Attend Our 26th Annual

All British Car & Cycle Show



In St. Louis Missouri

Saturday, September 15th & Sunday, September 16th, 2007

Come and "Meet us in St. Louis" for the weekend to attend the 26th annual All British Car and Cycle show. The MG Club of St. Louis are the hosts of the event but this is truly an All British event. There will be a wide variety of cars/marques attending. We've had everything from an early 1940's Austin Swallow and a 1950's Lee Francis all the way to the "new" Minis and other new British cars.



Schedule of Events

Friday Evening September 14th Welcome BBQ

Saturday September 15th Registration & Scenic Drive/Picnic Lunch

Sunday September 16th All British Car & Cycle Show at Creve Coeur Lake Park

Parts Stand/Swap Meet at the ABCS

By Bob Bentzinger

If you have been at a recent meeting you may be aware that I have volunteered to run a stand at the upcoming All British Car Show (ABCS) to sell parts. From my perspective, "it's not a car show without somewhere to buy parts". If you haven't been aware of this until now—don't miss out on this opportunity.

Members are invited to dig through their stores and put unwanted or unneeded spare parts up for sale. I am doing this voluntarily and there's no charge or commission levied—this is just to add another dimension to our show.

You will need to let me know, in advance, the items that you would like to sell and your asking price. This will allow me to prepare price labels and to keep track of who was selling what. You can reach me via e-mail at mgb-mgc@stlouismgclub.com to provide details of your parts, or to ask any questions.

It is suggested that parts be of a manageable size and weight but if you have larger items, such as an engine or transmission, check with me. It may be possible to have pictures of items that will allow a buyer

and a seller to at least "connect" via the parts stand to complete a sale after the show.

Please support this effort & perhaps clear some space for some new "stuff". Also, if you'd like to help out or to give me a break during the day please contact me about that as well.



The MG Club of St. Louis and The BRIT 2-Lane Tour
Invite You To Attend Our 26th Annual

All British Car & Cycle Show



In St. Louis Missouri

Saturday, September 15th & Sunday, September 16th, 2007

REGISTRATION FORM

Please complete and return with payment to **Registrar A.B.C.S. 31 Canyon Ct. St. Charles, MO 63303**

Questions? Please contact John Mangles our event registrar via E-Mail to mgdoc@sbcglobal.net or call 636 939-9338.

(Please Print) Name: _____

Address: _____

City/State/Zip: _____

E-Mail: _____ Phone: _____

Marque: _____ Model: _____

Body Style _____ Year: _____

Marque: _____ Model: _____

Body Style _____ Year: _____

Early Registration (before September 1st please) is \$25 per vehicle. US\$ _____
\$10 per Additional Vehicle. After September 1 \$30 per vehicle

T-Shirts: \$12 Paid in Advance; \$15 Day of Show. US\$ _____
Please Indicate Size(s) and Quantity

Size: M _____ L _____ XL _____ XXL _____ (XXL Shirts are \$1 Extra per Shirt)

Total enclosed US\$ _____

Please enclose your cheque with pre-registration made payable to: **The MG Club of St. Louis.**

Vendor Spaces Available – No Charge

Vendor spaces at the car show are available on a “First Come, First Served” basis – NO COST – Any interested vendor must contact the show Registrar for details. Please see above for contact information

Host Hotel: Red Roof Inn, 11837 Lackland Road, St.Louis, MO.

Special Rates are available for reservations made before 8/15/07. Please call 1-800-733-7663 and ask for single room-confirmation #1260392637 or double room confirmation #1260392638.



Club Officers & Support Roles

Name	Address	Phone	E-Mail
Ranney Dohogne Chairman	12970 Ambois Dr. Creve Couer MO 63141	(314) 878-7766	chairman@stlouismgclub.com
Byron Golfin Treasurer	152 Seabrook Dr. Chesterfield MO 63017	(314) 469-7146	treasurer@stlouismgclub.com
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Gary Hayes Events Chairman	604 Eckert Lane Columbia IL 62236	(618) 281-6254	events@stlouismgclub.com
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T-Series	Charlie Key	(314) 428-9335	TSeries@stlouismgclub.com
MGA/Magnette	John Mangles	(636) 939-9338	mga-magnette@stlouismgclub.com
MGB/MGC	Bob Bentzinger	(314) 524-6128	mgb-mgc@stlouismgclub.com
Midget	Don Gatheman	(314) 839-3656	midget@stlouismgclub.com
Cars In Boxes	Mike Barnes	(314) 752-3869	carsinboxes@stlouismgclub.com
Other Marques	Gary Hayes	(618) 281-6254	othermarques@stlouismgclub.com
Historian	Bob Bentzinger	(314) 524-6128	historian@stlouismgclub.com



Schedule of Events—Check www.stlouismgclub.com for Latest Info



- Sep 1-2—Kansas City All British Car and Cycle Meet. Host hotel is the KCI Airport Marriott hotel. Show is on Sunday. Check our club web site for additional information and a registration form.
- Sep 8—First Baptist Church of St. Charles Car Truck & Motorcycle show (our member Glen McMillin is assisting organizing this) at 2701 Muegge Road St. Charles, MO 63303. Free entry & free food, details online.
- Sep 9—Pre-Dawn Rally. Meeting at the Bentley dealership in Chesterfield Valley 1 Arnage Dr Chesterfield, MO 63005. Meet at 4:45 AM and first car off at 5 AM. Breakfast at a local restaurant afterwards.
- Sep 10 —Regular Club Meeting. 7:30 PM at St. Louis County Library **Main** branch
- **Sep 14/15/16—MG Club of St. Louis All British Car and Cycle Show.**
Friday Sept 14: Join us at the Host Hotel, The Red Roof Inn @ Page and Concourse in Westport, for complimentary Brats and Burgers from 6 PM onwards hosted by All British Car Repair.
Saturday Sept 15: Registration at the Host Hotel 8 AM – 10 AM. Leave Red Roof Inn at 10:00 AM and drive through MO Wine Country. Will make a stop where you can purchase food and drinks. Feel free to bring a picnic basket or picnic lunch. A 1-2 hour drive before the stop for lunch and then you return at your leisure.
Sunday Sept 16: Registration Opens at 9 AM at The Show Venue, Creve Coeur Lake Park, Located on Marine Avenue Across From Creve Coeur Lake. Popular Voting Will Take Place From 11 AM to 1 PM.
- Oct 8 —Regular Club Meeting. 7:30 PM at St. Louis County Library **Daniel Boone** branch. Note this different location for this one meeting. 300 Clarkson Rd. (south of Clayton Rd.) Ellisville, MO 63011 (636) 227-9630



Look closely—Mutant Ninja Turtle? Rich & Barb on their wanders



Scenery & MGs—What more could you want?



Chandelier Tree is one of four drive-thru giant California redwoods located near US Highway 101 =====>

Classic Car, Classic Plate

<=====



University Motors Summer Party 2007

"C" the lovely chrome =====>

The sign says it all

<=====



1950's TD Complete with Old Speckled Hen



MG's Take over the Parking Lot, Hilton Grand Rapids

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