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Chairman's Message

Ranney Dohogne

Last year I wrote a "Chairman's Message" about why we love our British cars. The reasons are probably different for every person, but I was reminded of this article the other night at the outdoor meeting. One attendee (whose name I forget at the moment) was telling me about how his MG has been apart in his garage for 25 years. Man, you got to love that metal to have it sitting around for 25 years. Then on the same night, a person who shall remain nameless showed up in his car that he has been working on for over 11 years. He finally made it! I'm also an example of this unusual behavior. I have owned my Sunbeam for 41 years and managed to hang onto it through the poor-house period of raising kids. And now I own a second British car too. I'm sure any of these stories would cause non-car people to wonder if we have lost our minds. I say, though, that they are the ones who are missing out. It's great to have a passion for something so great that it doesn't matter what others think. The reward is you end up with a car that gives pleasure back (sometimes it's a little less pleasure when the darn things, as Byron Golfin would say, "fail to proceed"). Who else actively seeks roads that are not straight? Certainly not the non-car person in his mastodon SUV. So be proud of your passion and secretly feel compassion for those who don't have it.

Things are proceeding nicely on the plans for the All British Car Show that will be held on Sept. 16. As is usually the case, there will probably be a cash flow problem at the time when trophies, T-shirts and the like have to be ordered. This is usually caused by the fact that most people wait till the last minute to register and there simply isn't enough cash on hand to pay for the things that need to be ordered early. The registration form is in this newsletter and we are asking that you register as soon as you can to help with this issue. If we at least get the members of our own club to register early, then the problem will be averted.

Upcoming events include a British Invasions to Springfield IL, and a rally in Illinois on July 22 [Ed—see p11 or check the web site]. Hope to see you there!

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Never too old for an MG. Chuck D takes his Mum for a spin!



Chairman's Message (continued)

NEW MEMBER WELCOMES

Derik & Whitney Reiser are from Maryville, Illinois and own a Blue, 1964 Austin Healey Sprite, MK III. The car is a right-hand-drive, purchased last fall, and some restoration is in progress. Derik is an IT Manager, does some woodworking and plays the drums and dobro. [Ed—sorry we missed you from last month's edition]

Dave and Diane Myers live in Ballwin, Missouri and own a BRG, 1972 MGB, and are interested in ballroom

dancing. Dave is an Engineer and a member of NAMGBR. Dave is a former member of the MG Club of St. Louis and we welcome him back.

Jon and Liza Basden are from Highland, Illinois and own a Red, 1977 MGB. Originally Chartreuse, the car was refinished Red in 2005. Jon is interested in fitting up a pair of SU carbs. Jon is Ass't VP, Federal Reserve Bank of St. Louis with interests in information presentation, communications, and organization.

June Meeting Minutes

By Janel Demick, Club Secretary

The June *picnic* meeting of the St. Louis MG Club was called to order at 7pm at Pioneer Park by Chairman Ranney Dohogne. The monthly meeting will be an abbreviated meeting in order to start the picnic at 7:30. Therefore, the minutes will be abbreviated as well!

- Officers were all present.
- Members were present.
- Treasury \$1730.63
- Special Events \$665.79
- 2 new members in the past month

No new members at tonight's meeting but someone did recognize Mike Fishman in the crowd.

John & Carol Mangles called from Spain to say "HI" because they missed us all so much.

Old Business:

- No one went to the Champaign IL car show.
- Mike & Stefanie Barnes went to the Louisville KY car show.
- A couple members went to the European Car Show at Plaza Frontenac as spectators.
- 2 couples went to the Heartland Regional MG show in Kansas. Demicks won first place with Binabox, their 1966 MGB.

- Berger's 50th birthday party for their MGA was a great success with over 50 people attending.

New Business:

All British Car Show -- Flyers are printed and ready for distribution. Simon Dix took flyers to the Heartland show to pass out. It's time to start registering so that we can generate some funds to cover 'up front' car show expenses such as tee-shirts and trophies. There will be another planning meeting Tuesday, June 26, 7pm at Down Under.

Bill Fox has set up the Illinois Rally which will be held on Sunday July 15th. [Ed – actually Bill has stated that this is planned for Sunday July 22nd. Please note accordingly]

Next club meeting will be held at Grand Glaize Library on July 9th.

Two British invasions are planned for June. June 23rd, Sh-Boom oldies concert at Jefferson Barracks Park and 9am June 30th for breakfast at Bevo Mill and optional drive afterwards. The July British invasion will be a road trip to Springfield IL for a car show. Check your email and the club website for more details.

Discussion of the August Pre-Dawn Rally (aka "OMG this is way too early") was tabled.

Attendance prizes were won by Bob Bentzinger and Caroline Jochimsen. Meeting adjourned, let's eat.



MG Club of St. Louis—2007 Member Roster (1 of 3)



MG Club of St. Louis—2007 Member Roster (2 of 3)



MG Club of St. Louis—2007 Member Roster (3 of 3)



Adding A Relay to Stop (Brake) Lights.

By Clifton Gordon from *Quadriga News North Carolina MG CC*

When driving down the interstate our old British cars can be a little nerve racking with their 30-40 year old lighting, especially the stop

lights. The main fear is that the driver behind you may not see the stop lights when you brake. About 3 years ago I bought Sylvania Silver Star bulbs for my 74 MGB stop lights. The new

bulbs seemed to brighten the lights but it was difficult to notice the difference. Recently I purchased Rick Astley's new book *MGB Electrical Systems*. I noticed he suggested the reasons for adding a relay to the stop light circuit. There are two advantages, brighter lights and increased stop light switch life.

Why brighter lights? Let's trace the 12 volts supply from the ignition switch to the lights. From the ignition switch, a white wire goes from the switch to the right side of the car, through the wiring loom, to the fuse box in the engine compartment on the right inner fender. From the fuse box, a green wire goes to the brake light switch near the brake cylinder on the left side of the car. From the brake light switch, a green/purple wire goes back to the wiring loom on the right side of the car, under the car to the boot area,

from some connectors in the boot to the stop lights. By the time it arrives at the bulb there probably is going to be some voltage drop. It doesn't

take a big change to cause dim lights. Bigger wiring, new switches, and new connectors would help. It's easier to use a relay to improve the lighting.

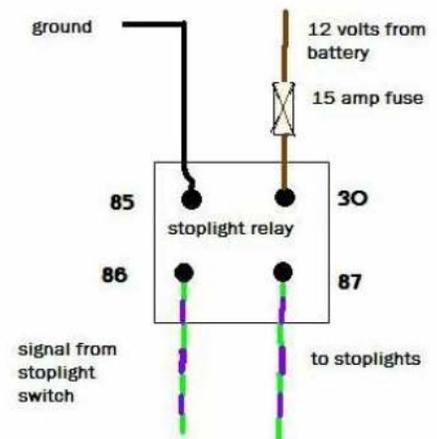
The normal lighting circuit has to supply only a low current signal to turn on the relay. The low current reduces wear on the switches and turns on the relay. The relay connects shorter heavier wiring from the battery to the stop lights and the lights will be brighter.

The parts needed are a relay, some terminals, and wiring. I also added a fuse in the feed wire. I used a Toyota relay I had in a box of parts. NAPA or other parts stores can supply Bosch or other generic relays with four spades for less than \$10. I made up a small wire harness with a fused circuit from the positive battery post. Rear batteries on the MGB makes a shorter wire run. I installed spade and bullets on the wiring harness to hook it into the system. A fused brown wire was run from the battery to relay spade 30. A black ground wire was connected

to relay spade 85 and the grounding stud behind the license plate lights. The stop light green/purple wire from the stop light switch was unplugged from the bullet connector in the boot. I installed a spade terminal on the wire and attached it to relay spade 86. From spade 87 I ran a short wire to the bullet connector supplying the stop lights. I used a nylon tie to secure the relay and the job was complete.

I backed my car into a basement for parking and I noticed the stop lights show up much brighter on the wall than before adding the relay. Although this article is written for an MGB the idea can be used on other cars. Most will have the battery under the hood so the starter solenoid may have the closest take off point. I would use a 12 gauge wire from the battery source to spade 30 on the relay. It's a simple addition and your switches will thank you for the reduced load.

Safety Fast.



Wiring of the Relay As Described



Hiding the Relay in the Boot



The 'Why' of Basic Ignition Tuning.

By Paul Konkle San Diego MG Club. Reprint from *MGB Driver*

Like a comedian doing his routine on stage, when it comes to engine performance, timing is everything. In this case, I'm talking about the ignition timing. Although often times thought of as an explosion, the ignition of the fuel/air mixture in the combustion chamber is actually a controlled (we hope) burn.

In order to fully complete combustion, the spark must be present before the piston reaches Top Dead Center (TDC) so that complete combustion occurs just after TDC on the power stroke. The amount of time before top dead center (BTDC) that the spark occurs is known as advance, and it is usually measured in degrees (°) of crankshaft rotation.

An engine requires different amounts of advance under differing circumstances. Generally speaking, an engine is most efficient, and makes the most power, with the greatest amount of advance that does not lead to pre-ignition, also known as pinging or pinking. The distributor allows for advance in three different ways. They are static timing, vacuum advance, and mechanical advance.

Static timing is set simply by rotating the distributor and locking down the clamp. It can be easily checked by the use of a simple small light bulb connected to two wires with alligator clips. Proper static timing procedures can be found in the workshop manual for your particular car.

On most distributors, there will be a vacuum advance "can" attached to the side of the distributor. Inside is a diaphragm connected to the points plate. This diaphragm is moved by vacuum through a small capillary tube attached to either a carburetor or the intake manifold, and rotates the points plate accordingly. If the vacuum line attaches to a carburetor, it is known as "ported" vacuum, and if attached to the manifold itself it uses "manifold" vacuum. Our beloved MGs came with both types. Most cars used ported vacuum, as it increased drivability and performance.

In the early 70's, as MG struggled to meet stricter emissions standards, manifold vacuum came into play. Ported vacuum is greatest when the throttle butterflies are initially being opened from a low RPM condition, such as when accelerating onto the freeway. More vacuum equals greater advance equals greater power, right when you need it most.

Manifold vacuum, however, is the greatest when the throttle butterflies are completely closed, or basically at idle and on overrun (decelerating). Why would we want the greatest advance when we're slowing down? Greater advance here meant more complete combustion at idle, which kept the emissions down, since much emission testing in the early days was done at idle. MG had to make the switch to get the cars to pass emissions testing, which came into play around the 1970-72 model years depending

on where the car was destined. Can you switch to ported vacuum if your car has manifold vacuum? The answer is yes and no. Yes, because it can physically be done, but no, because the distributor's advance curve was altered to work with manifold vacuum.

Since I mentioned advance curves, now is the time to talk about mechanical advance, the third component of ignition timing. Inside the distributor there is a set of flyweights and springs. As the engine revs higher, the flyweights are pulled out further by centripetal (often incorrectly referred to as centrifugal force) force. These are connected to the advance plate, so as the engine revs higher, the timing is advanced.

The amount of advance at a given RPM can be altered by the use of different weights and springs. This is known as the advance curve, and it can be checked in two ways. One is to put the distributor in a specialized tester, which spins the distributor at higher RPM and records the amount of advance at a given speed.

The second way is to disconnect and plug the vacuum advance line, and using a variable timing light, have an assistant raise engine RPM in increments and adjust the dial on the light until the strobe light hits TDC. Subtract your static timing, and that will tell you the mechanical advance throughout the RPM range. The maximum mechanical advance



The 'Why' of Basic Ignition Tuning (cont)

on the distributor can usually be found stamped on the advance plate.

Typically, this number should be around 10, although late rubber bumper cars may be as high as 15. Keep in mind that this number is in distributor degrees. To convert to crankshaft degrees, simply multiply by two. The distributor is driven from the camshaft, which turns at half of engine speed.

To calculate total advance, multiply the advance plate number by two ($10 \times 2 = 20$) and add the amount of static timing, say for instance 14° , and you come up with 34° total advance. What about the vacuum advance you say? Vacuum advance generally comes into play only in part-throttle conditions, so it is not a factor in total advance. At some point (!) the mechanical advance will overcome the effects of vacuum advance.

So, you ask, what should the total advance for my car be? The factory settings are a good basis to start experimenting, but keep in mind that these numbers tend to be a bit on the conservative side. Also remember that the newest of these little gems are 26-plus years old, and after multiple rebuilds and modifications, the factory settings may not even be close.

Having the ideal amount of advance for any given situation is really prohibited by the technology of distributors. We can get close, but there are so many factors involved, the only way to really optimize timing is by trial and error using a "rolling road" AKA chassis dynamometer with a knowledgeable technician who understands the intricacies of ignition tuning.

Without that available, you can get close with some patience and a nearby long uphill road. To start

with, you should first make sure the distributor is basically sound. Make sure the bushing isn't worn and allowing the shaft to wobble, as this will cause highly irregular timing. Install a fresh set of points and a condenser, and a good cap and rotor, and make sure the plugs and wires are up to snuff.

The "shade tree" method involves advancing the static timing a couple of degrees, and taking the car for a drive up that long uphill, where the engine is fully loaded. Hear any pinging/pinking? If not, advance a couple of more degrees, and go for another drive. Repeat until you start to hear the sounds of pre-ignition under full load, then back off to the previous setting.

I hope I've answered some questions, and probably raised quite a few more. Consult your workshop manual or a good tuning book, or give me a shout. Keep driving those MGs!

Editorial Ramblings

By Simon Dix, Newsletter Editor

Well this issue should arrive with you at the start of summer and I will be on vacation by then. This issue had to be done a little ahead of schedule and with the shorter minutes for June I thought I would take the opportunity to use the space to publish the current member roster. Thanks to Fred Houser for maintaining this and getting all those last minute updates and new member information ready for me so early in the month.

Some of you may recognize the above article from a previous issue of the *MGB Driver* which is the newsletter of the North American MGB Register, edited by our very own Robert Rushing. I know a fair number of us are

NAMGBR members and will have seen this before, but hopefully this will be useful to those seeing it for the first time. A follow up article next month, will address the "how" of ignition tuning.

Just as summer can bring a drought to the garden, it also seems to bring a bit of a drought on the article front as well. I have nothing in the article "bank" from our club members. If you find some time over the summer to help me fix this particular drought I'd be most grateful to receive articles. Hopefully you'll be out in your LBCs and have some tales to tell. If you do, please write them down so others can share in your adventures!



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

Please join us at the host hotel, The Red Roof Inn, for complimentary Brats and Burgers from **6 PM onwards**. The Red Roof Inn, located in the Westport suburb of St. Louis, can be accessed from I-270 at Page Avenue, Exit #16-A. This kick-off event is being hosted by All British Car Repair.

Saturday September 15th Registration & Scenic Drive/Picnic Lunch

We will be accepting registrations for the Sunday car show at the host hotel from 8 until 10 AM prior to the start of the scenic drive & picnic lunch at an area winery. At 10 AM we will leave the Red Roof Inn and guide all those wanting to participate through some great driving roads in the Missouri Wine Country. There will be a stop where you can purchase food and drinks. Alternatively, please feel free to bring a picnic basket or picnic lunch or you will be able to purchase food at the destination winery as well. This will be 1-2 hour drive before the stop for lunch. You are then free to return home or to the host hotel at your leisure. We will assist with directions or someone to follow on the way back for anyone not familiar with the area.

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

The main event will be taking place at Creve Coeur Lake Park which is located on Marine Avenue. Take the Dorsett Road (exit 17 from I-270) and head west on Dorsett Road before turning North (Right) on Marine Ave. to enter the park, the site of the show venue.

On the day registrations for the show will open at 9 AM and closes at 12 noon. Popular voting, by all registered entrants, will take place from 11 AM to 1 PM. Trophies will be awarded in each class and for "Best of Show", "Chairman's Choice", "Diamond-in-the-Rough" and for our "Photo Contest".

More Information?

Website: www.stlouismgclub.com – check the Events page

E-Mail: mgdoc@sbcglobal.net

Phone: **314 995 TOMG (8664)** Please leave a message on the club hotline & we will get back to you



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

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MGB	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



- Jul 7—British Invasion to Lincoln Land Community College MotorSports Club Car Show at LLCC's main campus at 5250 Shepherd Road, Springfield, IL. See the web site for full info & registration forms.
- Jul 9—Regular Club Meeting. 7:30 PM at St. Louis County Library **GRAND GLAIZE** branch
- Jul 15—Illinois Rally. We'll meet at I270/Rt3 outside Granite City around 10:00 am, departure around 10:30 following old Rt 66 to the Ariston Cafe in Litchfield, IL.
- July 16-20—MG 2007 The NAMGBR Annual meet in Napa Valley, CA see www.mg2007.org for full details.
- July 23-27—GT32 The NAMGAR Annual meet "The MG Drive with Altitude" Vancouver BC. www.gt32.com for full details
- Aug 9-12—University Motors Summer Party in Grand Rapids MI. See the web site for full details and a registration form: www.universitymotorsltd.com and click on the events link from the home page.
- Aug 13 —Regular Club Meeting. 7:30 PM at St. Louis County Library **Main** branch
- 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. Please save the date and refer to all the information provided in this newsletter. Please register early and help the cash flow!**

The MG Club of St. Louis Newsletter

C/o Fred Houser—Membership Coordinator
544 Winding Trail Drive
St. Louis MO 63131

Phone Club Hotline: 314-995-TOMG (8664)
Web Site: www.stlouismgclub.com
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Car Show Info Inside - Register Early!

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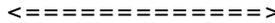
Mailing Address Line 2

Mailing Address Line 3

Mailing Address Line 4



Memories from the
Heartland MG Regional Car
Show



Walt M & Fred H—Ready for BBQ!



Another 1st Place for
"BINABOX" at the Heartland
MG Regional Show in KC



Ron Birke—Grill Master with Custom Hat!

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