



The MG Club of St. Louis Newsletter September, 2006 Volume 19 Issue 10

Chairman's Message

Well, I guess I have become legitimate as the Chairman of the MG Club. I am now the proud owner of a white 72 MGB GT. I bought the car a couple weeks ago from a high school French teacher in Oklahoma City, Okla. I flew down on Southwest Airlines and drove it back all in one day. This was my first adventure into purchasing a classic car (I'm the original owner of my Sunbeam) so there was some anxiety about how to do all this and whether I would be buying a plane ticket home because I didn't like the car. There weren't too many surprises when I actually got to see the car so I bought it and the rest is history.

I found that buying a car on Ebay made me very uncomfortable. I could never pull the trigger on one of those deals. The problem seemed to be that you are buying the car before you ever get to see or drive it. I therefore gravitated to the internet sites that simply have ads for classic cars and you contact the owner personally. I found this to be much more palatable process. I think it would be an interesting newsletter article if one of the more experienced car traders in the club wrote about the ways and pitfalls of buying classic cars. Anybody want to step up?

We are still looking for registrations for the All British Car Show on Sept. 17. If you haven't already registered, please do so early and help out the financing and planning of the show. Also please try to attend the Forest Park Balloon Race car display on Sept. 16. We need a good showing to guarantee our being able to do that activity again next year. It's an excellent way to see the balloon race and have a lot of interest in your car. Lastly, any help you can provide with obtaining door prizes will make the show more enjoyable for everyone. Consider donating that unneeded packaged item you have that is taking up space in your home.

Minutes for Monday, August 14, 2006

The August meeting of the MG Club of St. Louis was called to order at 7:35pm by Chairman Ranney Dohogne. Officers in attendance were Byron Golfin, Janel Demick and Ranney Dohogne. Members attending were John & Carol Mangles, Greg Wirth, Gary & Robin Hayes, Robert & Vonda Rushing, Chuck Demick, Richard Griffin, Bill Hoss, Don Gatheman, Steve Fahrig, Chris Kresser, Eric Hardesty, Tom Kohnen, Bill Patterson,

Mike & Stefanie Barnes, Bob Smith, Rich Berger, Walt Murphy, Bob Bentzinger, Frank Laurysen, Simon Dix, Kelly Leahy, Mike Tutass, Greg Quigley, Ken Bierman, Brian Demick, Charlie Key, Adam Key and Bob Horzmann.

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

Treasurer Byron Golfin reported that our regular account has a balance of \$1015.16. Our special events fund has a current balance of \$840.70. In addition to shirts and plaques for the upcoming car show, the club still needs to pay for portable toilets and snacks for the Saturday morning hospitality room, at a cost of approximately \$300.

New member/old member Bill Patterson was at tonight's meeting. Bill has had an MG Midget for 15 years and an MGB-GT for 6 or 7 years.

To shorten the business portion of tonight's meeting in order to show videos from MG2006 and Tail of the Dragon, 'new projects' and 'old business' was skipped tonight.

Gary & Robin Hayes reported on the All British Car Show coming up in September. \$2400 is needed now to pay for trophies and teeshirts and there is only \$800 in the special events fund to cover this expenditure. These items will need to be ordered by the middle of next week to ensure that the club has trophies and teeshirts by the show. We will have to 'borrow' \$700 from the general fund to cover show expenses. Byron Golfin told the club that he has \$473 in registration money from Ron Birke. Chairman Dohogne 'urged' all the slackers at the meeting who have not registered to get on the ball and handed out show registration forms. There was a mad scramble for wallets and checkbooks!

Ranney Dohogne reminded the club that we are at risk to lose our 'premiere' parking at the balloon race on Saturday before our show if more cars do not attend. Chris Kresser agreed to bring this up to the Triumph club. Ranney also reminded the members to contact their local auto parts stores for 'donations' that can be used for door prizes. Bill Fox and Gary Hayes will collect these. Grand Prix Raceway in Earth City has donated coupons for all paid cars that will waive the registration fee for racing at their facility.

Robert Rushing announced that he had finalized the route for the 'pre-dawn' (aka COR, this is bloody EARLY) rally that will be held on Sunday, August 27th. He mentioned to the club that while driving the route, he noted that a lot of new developments were 'popping up' and we were losing more good driving roads and being pushed farther and farther out of the city/county. The rally will begin at the Krispy Kreme on Bowles Avenue off I-44 in Fenton. Arrive at 4am (ZZZzzz). The cars will leave at 4:30am (yawn) on a 2 or 2 1/2 hour rally ending at the IHOP in Chesterfield Valley. Bring a flashlight and a spotlight would be helpful.

This weekend, August 19th and 20th, is the second leg of the Triple Crown, the Grand Lake Tour, originating in Janesville, Wisconsin. Charlie & Adam Key and Robert Rushing & Bill Fox are attending.

There will be an "Off To See The Wizard" SCCA rally this Saturday, August 19th, meeting at 6pm at Jamestown Mall. For more information, visit www.stlscca.org.

Bob Horzmann told the club that the St. Louis Lotus club has invited us to an early morning rally on Saturday, September 2nd, leaving from the Maserati/Bentley dealership in Chesterfield Valley and ending at the Blue Owl in Kimmswick for breakfast. First car off, 7am.

Stefanie Barnes told the members that the third leg of the Triple Crown, the Abingdon Endurance Rally, will be held on October 7th and 8th, originating in Jefferson City MO but had no other information as yet, other than the rally will only be in Missouri.

Charlie Key announced that there were still a couple rooms available for the GOF Central at Lake of the Ozarks September 27-29th. There are 62 cars currently registered, registration is \$35 per car.

Bob Horzmann made motion that we transfer up to \$750 from the general fund to the special events fund to cover all expenses. Robert Rushing seconded, and the motion passed unanimously.

Simon Dix talked to the club on behalf of the 'membership committee' about the 'new member packet.' Flyers are printed, and the committee would like members to review the booklet and email any comments or suggestions to Stefanie Barnes. Simon will email the document to Janel Demick who will forward it to those who volunteered to critique it. Simon hopes to have the packet finished by next meeting.

Bob Horzmann remarked that while in Michigan recently, he was wearing a 'British Car Day' teeshirt from a few years ago and was approached by someone who attended the show in the past and complimented the club on what a great show we have. Also, Bob mentioned another person complimented the club on the manner in which we hold our meetings, not mixing business and pleasure, by first holding our meeting and then adjourning to an offsite establishment for a social gathering.

Ranney Dohogne told the members that our newsletter cost had dropped by nearly 50% since November 2005. Three more members opted to receive the 'electronic' version only of the newsletter.

Robert Rushing told the club that he is looking for twelve old MG fuse blocks to use for the plaques for the 2007 Missouri Endurance Rally. Robert also mentioned that he might have come up with the most devious, diabolical rally yet. Several disparaging comments were directed to him!

Attendance prizes were won by Bill Patterson, Bill Hoss and Mike Barnes. There being no further business, the meeting was adjourned at 8:50pm.

Respectfully submitted, *Janel Demick* Secretary

2005-2006 Officers

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

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

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

Events Chairman Bill Fox, 998 Northwestern Ave, Fairview Heights, IL. 62236,, (618)624-2762, mgsr4funme@aol.com

Membership Coordinator Fred Houser, 544 Winding Trail Drive, St. Louis ,Mo., 63131, 314-965-9320, fhouser@sprynet.com

Registers

Prewar.

T Series Charlie Key (314) 428-9335, BritCarGuy@aol.com

MGA/Magnette John Mangles (636) 939-9338, mgdoc@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 **Bob Bentzinger**, rbentzinger@seistl.com

Newsletter Editor Bob Horzmann, (636)227-3449, magdie@mindspring.com

The Abingdon Hills Trials

The third endurance rally of the season and the final leg of "the Triple Crown" will be held on October 7&8th 2006. The host hotel will be The Plaza Hotel in Jefferson City. Nate Runyan, the organizer has made available an on line registration form for those interested. The form was e-mailed to many of you last week by Fred Houser. The entry fee is \$25.

The MG Club of St. Louis, having a rich tradition in endurance rally will have several teams competing. Prepare your car and join them in a fun day on the roads of Missouri.

Endurance Rally Trivia

The first Missouri Endurance rally was won by the oldest car entered, 1950 MG-TD. The drivers lingered around the starting point of Arrow Rock for almost two hours before leaving. They drove a solid 22 hours and were the only car to return within 24 hours. Baird Cook and Bob Peterson were the winners that year



The Great Lake Tour

By Charlie Key

I must talk about an all British Car event that I and Adam have had the pleasure of attending, or should I say working very hard to compete in. That is firstly, The 11th annual endurance rally on last April 1st and 2nd. This was no April fool joke by any means. Robert Rushing laid out this rally and did a darn good job in giving all of us a task that was fun to complete. This rally had the best of both worlds with the long distance rally and the “I would love to try this” shorter distance rally for those with a much shorter drive in mind. These 1000 mile endurance rallies are such great fun, you get to visit so many places most of us would never see, all of which are a learning experience, a camp ground comes to mind in the middle of the woods in the center of nowhere, but that’s the fun. We also see many interesting things never seen before or learn about historic sites we pass every day. The part I enjoy is to drive for as much as 24 hours strait and try to get thru some of the “what I call” non-roads.

This all started fourteen years ago in Michigan with a shortest distance rally around the lake. Given many checkpoints at the start your team’s job was to make all checkpoints and do it in the shortest distance. Many things come into play here like what way do you travel first, what stop should be next and so on. Having experienced this many times, it is important what way you drive first because it can be shorter going north rather than south in your route. Many short cut roads might work in one direction and not the other.

Adam Key, my son, has proven to be a very good navigator, and I, Charlie Key do most of the driving. The skill of the navigator is most important to find the best way around all checkpoints, yet at the same time the driving skill shares it's importance getting thru the "non-roads". It takes the experience of off road driving, that I have done for twenty –five years, some of the other things to do in the driving is to stay on the inside of all turns, this does shorten your distance. All this working together can make you a winner. These endurance rallies are won by just a few miles difference, it does depend how well your car is prepped and being committed to taking the hard way thru to save a couple tenths of a mile, this must all be balanced by the time you have to complete the rally.

Well after our win in April, Adam and I thought we would make the commitment to do the next rally, "The Grand Lake Tour" Mk XIV, the Triple Crown was within our reach. Off we went to Janesville, Wisconsin for the start, Aug. 19th – 20th. Now these rallies cover several states, so many very detailed maps are needed; the "Gazetteer" seems to be the best to use. With maps for seven states aboard and mapping tools we were ready for that part. The car we prepped for three weeks before, adding suspension upgrades, the best rally tires, skid plates and tuning, also adding more driving lights. Getting there on Friday afternoon we allowed for a good nights sleep, in the morning at 6:30 was the driver's meeting and the odometer adjustment run, this calibrates everyone's odometer so all distances are measured the same. We started off on the calibration run and noticed some unexpected bad noises coming from the front end of the Mini Cooper. We stopped the entire group to check what was happening and found someone had loosened all the front wheel lugs during the night, this kind of thing had never happened to anyone before, we think someone had tried to steel the wheels during the night but couldn't get a jack under the car, the Mini is so low. So after a retighten off we went. Now back at the hotel, we were given the check points, everyone scattered to their cars to lay out their route, and the rally was on. Adam and I must have spent 40 or 50 minutes figuring the best way in the shortest distance, we were ready and off we went. Choosing the southern route was not our first decision but after a phone call to the pay ferry across the river we found it closed at 9:00pm, we may not make it there in time and that would loose the rally. Adam found several shortcuts but some were not too clear if they were real roads, we would look these over when we were closer. While driving one of these rallies you wonder where all the other teams were, are they taking the same roads or have they found a better way, asking yourselves over and over are we going the best way?



Arriving at our first pit stop, I turned around while standing in line in this store and there was Robb, one of the other competitors, well we knew we were traveling the same way. After making some of the checkpoints and getting in line for the ferry in the afternoon, we were gathered with three other cars in the competition and crossed the river together. Many of us were going the same direction but I found one of the others had stopped for a good breakfast and another a nice sit down lunch, Adam and I were eating energy food as we drove, it takes longer to drive the non-roads so you don't stop to eat, we used this time taking the non-road that removed 13 miles off the regular route, we came to this shortcut and didn't see a road, just a pull off spot that looked as if twenty years ago it may have been a road, there were large colorful inner tubes stacked by the trees, this was a tube floating area, then we saw two very little used tracks going into a field along a fence, we decided to go for it. It was on our map so it used to be a road.



Traveling along carefully I stopped and took a picture of the good part of the road then we crested the top of the hill and before us lay a big mud hole.

Adam said, “Dad you done worse mudding before, lets go”, so get up speed and don’t stop, we slid thru just fine, traveling a bit further and around a bend, there it was, the mother of all mud holes, spread two lanes wide and at least twelve inches deep, Mini is only four inches off the ground), After a pause, what we need is more speed and a plan of attack. I went into the hole at about forty five mph with the pedal to the metal, taking the left side of the hole and crossing to the right in the middle then back to the left sliding all the way, we made it thru. The only thing I wished as I watched the heavy mud dripping off the door mirror was that I rolled the window up; I was covered in mud too. We wondered what was in store next then we bounced over a bridge and listened to the new exhaust system bouncing independently of the Mini Cooper. We found a nice grass area by a barn and stopped to re-hang the system. If this didn’t help with cutting off distance that’s OK, it was fun. The road changed to blacktop to cross a nice bridge and back to rock road; soon we hit the blacktop highway. It was getting late in the afternoon in Minnesota, we wanted to get to the next checkpoint before it got to late in the day. After a bit more hard driving, here we were at the SPAM Museum, I’m not a Spam type person but the museum was worth the visit arriving 35 minutes before close we got to enjoy most of museum and sample the new Spam made for the plat “Spam A Lot”, it was good.



After a 30 minute dinner stop hunger for real food was no longer a problem. The sun was low in the sky, it would soon be dark, so we drove on into nightfall. Problem in the northern parts of our country around the rivers is an abundance of fog, nothing quite like driving in heavy fog on small two lane highways at sixty or seventy miles an hour, and the shortcuts thru the wood are a bit dicey, but that’s what it’s about, endurance of man and machine. We drove back thru Iowa and visited several more checkpoints. Pulling into the last one in Iowa, a very small town, we came up to an MGB GT parked almost in the middle of the street, about one in the morning, with no

one inside. We looked around and found the guys looking for the answers to the questions, this is one of the cool things about these rallies, meeting other ralliest's in the middle of nowhere.

Finally arriving at the river at the free ferry, we pulled the Mini aboard, it looked so small all alone on such a large ferry. Now back in Wisconsin, we had more checkpoints to make, it was getting very late, we had until 9am to get back so we were ahead of the deadline. The fog was getting very thick and driving was difficult, fuel was getting low, not very many gas stations open this late in the country. Looking for a glow of light in the dark sky was all we had to go on for finding a gas stop, but in the fog a yard light looks like a town, now seeing a glow in the distance that looked promising, the fog cleared and there it was BP. A fuel top up and off again. After making the last checkpoint we had just the drive to the finish and sleep. We came in at about 4:30 am, well in time. Too sleep.

Rally meeting at 9:30, all the cars back, the awards were made. To our surprise, WE WON! Hooray Mini! We did it, the second of the "triple crown" rallies. That 13 mile shortcut made it happen, we were 11 miles shorter than second place, Adam and I were the only ones that took the Non-Road.

Thanks to Two Ricks Racing for a great rally as we look forward to the next.



And our thanks to "Mini Mania" for getting the parts to us for the preparation and improvements to make our "British Cars of America LLC" rally Mini Cooper a success.

1 Year Membership Anniversary Thoughts

Simon Dix

So here we are in September, and it's coming up on my one year anniversary in the club. It just so happens that I joined right at the time annual dues were payable, so my anniversary coincides with the time we all are requested to renew our memberships.

Hopefully everyone will be renewing again, although in current economic times I'm sure the cost of gas is on everyone's mind and perhaps you've been driving your MG more, rather than less, because of its likely better ability to sip, rather than guzzle from the gas tank. Still, I am sure \$20 is \$20 to all of us, so on the off chance you're wavering here are some of my thoughts and experiences from my first year which may remind you of some of the good things that come with your membership.

Events - well these are always well organized and simply good fun. The rallies take you to places and roads you may not be familiar with and there simply is nothing better than driving your classic with a bunch of other classics. I still can't quite put my finger on what it is about driving together with fellow MG and LBC nuts, but I find myself cruising with a grin whenever that happens - get involved and come along to the great rallies coming up this fall. Worried your car won't make it? Give it a try anyway - we always caravan around and if you like let someone know and we can buddy you up with someone to make sure you don't get stuck on your own on the side of the road (AAA and a cell help too - just in case).

Also don't forget the tech sessions in the winter - these usually will show you something you've not seen before and allow for the collective brain trust of the club to be focused on various topics. It's surprising what you can learn about everything from painting to simple washing and caring for your car.

Meetings - well perhaps not everyone's favorites but we do have to run the club. Still these are a great chance to meet up with people and also check in if you're having a problem or want some advice. Need help on a project? Just ask at the meeting and you'll be surprised at the assistance, ideas and suggestions you get - most are helpful and if not helpful generally amusing along the lines of "been there, done that - don't make this mistake when you do...." Don't forget we usually find our way to somewhere for an adult beverage afterwards and everyone is welcome to join in to continue to conversations, project ideas and help requests, and whatever else comes up.

Newsletter - this is certainly a favorite with most of the members that can't get to all the meetings and for when you miss a meeting. Helpful articles and tech tips are available along with the schedule of events both near and far. There are some really good shows and events put on by other clubs and the national organizations as well. The newsletter is the best way to find out about them if you can't get to the meetings.

Camaraderie - perhaps, for me, is the most significant element. I never would have expected to find such a great group of people who are similarly afflicted by a love for LBCs and MGs specifically. I've made some great new friends and found the willingness to help me understand my car (now cars) simply astounding. People just are so willing to help you enjoy your car its simply amazing and by getting some help with any issues that you have you can feel more confident to get out on a rally or tour event. I'm a driver - if you just want to stand and admire cars go visit a museum.

So if you're wavering on renewing that membership go crazy and sign up for another year! Make a resolution to get to a few more meetings and come for a beer afterwards. We can then figure out how to get you on the next rally/tour and more connected with the club and its members. It really is a great group and, in my humble opinion, simply good value. Hope to see you at the meetings or on the back roads soon!

The Lotus Club "Cinnamon Roll Rally"

The Cinnamon Roll Rally was held. Ten cars participated. There were two Esprits, three Lotus 7s, a Subaru WRX, a Mini, a Ferrari, a Pontiac, and an Elise.

The most interesting comment was how glad the drivers were to be able to drive slow." It's great we have to drive slow to find the questions" I will admit to taking great pleasure in passing a blood red Ferrari.

Charlie and Paula Key won the rally. They missed only one of the questions.

British Car Day.Plan to be there.

The BCD started as a small 20 car show held on the parking lot by Famous Barr at West County Mall. The mall was closed Sundays because of Missouri's Blue laws.

For the next two years the show was held on the parking lot of Community Federal Bank (now A.G. Edwards) across the street from the original site. The show was moved to the Museum of Transport, one of the St. Louis County parks, on Barrett's Station Road. This location lasted until 1994, when the show was moved to Creve Coeur Lake.

The smallest show was of course the first on the Malls parking lot. The largest was in the late 1980s, when the show had 273 cars on display. Let's hope for better weather than last year and a great turn out of dedicated enthusiasts.

MG Club of St. Louis
c/o Bob Horzmann
412 Glenmeadow
Ballwin, Mo. 63011-3423



Address correction requested

Club Hotline (314) 995-TOMG

www.stlouismgclub.com

Coming Events

September 11, Regular Monthly Meeting. St. Louis County Main Branch Library, 7:30 pm

British Car Day:

Sept 15. Parking Lot Party, Red Roof Inn, Congressional & Lackland

Sept 16, Great Balloon Race car Show. Meet at the Red Roof Inn.

Sept 16. Commerative Air force Hanger Dance. Smart Field. St. Charles County. 8:00pm

Sept 17. All British Car Day. Creve Coeur Lake. 8:00am to 4:00pm

The Mg Club has a very busy monthly schedule. Couple this with planning for October and the annual elections, Fall Colour Tour, Halloween Party, and other future events and you have a great way for you to enjoy your MG.