



Chairman's Message

Don Gatheman



Wow, what a car show! If you were able to make it, you experienced perfect weather, a perfect car field, perfect setup and execution, perfect food... it was all, well, perfect! With just over 160 cars, it had to be the largest I've attended.



Singer Bantam Roadster all shined up for the show

The show usually gets me thinking of a couple more trips in the Midget, then getting her ready for winter storage. I haven't completed everything on the cars I've wanted this summer, but I did find time to do quite a bit. I put new webbing on the Midget seats, along with sewing in a new piece on the driver's seat. I painted the GT, redid the heater valve so it wouldn't leak, installed cruise control, replaced some seals, pulled the engine to replace the clutch and gaskets, fixed some clunks, and a bunch of other stuff. Some was frus-

trating, but for the most part the blood pressure stayed steady and a lot was learned. Most of all, a satisfying feeling of accomplishment was experienced after each job.

Now that the weather is cooling off, I'll be back to driving the GT full time. I always resort to my truck in hot weather for the air conditioning- it's needed in the heat of the summer as I drive to work wearing a suit (and I don't mean a swim suit). When it's not hot, it's MG time! I find the heater is adequate and the engine warms up quickly. The cruise control adds to the enjoyment of the driving experience on highway trips. Although the car's noisy, it feels solid on the road. In addition, it almost always starts! But the best part is after work. After a long day, it's nice to get behind the wheel, put it in first gear, and take off down the road.

I hope to see you on the road this winter.

Drive safely, Don

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Don Gatheman—Outgoing Chairman and semi-professional orator. Thanks for all your work as Chairman Don!



General Account Financial Report

By Greg Quigley, Treasurer

	August		Year-over
	<u>2009</u>	2008	<u>Year Change</u>
Beginning cash	\$ 1,707.21	1,814.35	\$ (107.14)
<u>Income</u>			
Dues deposits	-	-	-
Other	-	-	-
Total Income	\$ -	-	\$ -
<u>Expenses</u>			
Newsletter			
Printing	51.65	51.72	(0.07)
Postage	\$ 25.52	32.34	(6.82)
Meeting Room	10.00	10.00	-
Flowers for Ken Biermann		160.99	(160.99)
Meeting attendance prizes	\$ 6.43	21.91	(15.48)
Total expenses	\$ 93.60	276.96	\$ (183.36)
Transfer to activity fund (car show)	\$ 600.00	500.00	100.00
Ending cash	\$ 1,013.61	\$ 1,037.39	\$ (23.78)
Change in cash	\$ (693.60)	(776.96)	\$ 83.36

September Meeting Minutes

By Carol Mangles, Club Secretary

The meeting was called to order at 7:30 pm by Don Gatheman. Officers in attendance were Carol Mangles, Janel Demick, and Greg Quigley. Members present were John Mangles, Bob Bentzinger, Mike and Stef Barnes, Bob Horzmann, Simon Dix, Fred Houser, Todd Brown, Byron Golfin, Bruce Hamper, Chuck Demick, Ranney Dohogne, Mike Tutass, Lee Fox, John Rau, Tom Kohnen, Robert Rushing, Bill Patterson, Mike Fishman, Frank Laurysen, Eric Hardesty, Robert Berfanger and Bob Smith. (28 in attendance).

New Members:

Bob Berfanger- has a 77 MGB rubber bumper that he is converting to chrome bumpers.

Previous Minutes:

Previous minutes were approved.

Financial Report:

The general fund has a balance of \$1013.61. The special events fund has a balance of \$2682.94

Motion made and approved to accept treasurer's report.

Projects:

Members discussed their recent projects.

Old Business:

Bob Horzmann reported that the Dawn Patrol Rallye was attended by 6 cars traveling 62 miles. Good route, great food at the Original Pancake House in the Valley.

Grand Lake Tour has been cancelled this year due to lack of interest.

Janel reported that 5 cars participated in the Sept 5 British Invasion at Bobby's for ice cream despite the rainy weather.



September Meeting Minutes (cont)

Simon reported that 2 cars attended the KC All British Car Show on Sept 6. Robert Rushing took 1st place and Simon Dix took 2nd place in their respective class.

New Business:

Upcoming car events were discussed.

All British Car Show:

John reported that 102 cars have preregistered for the Sept 19th show. Volunteers willing to help should arrive at 8 AM. Janel has spoken to the park manager to ensure the grass is mowed prior to the day of the show. John and Carol will drive by on Wednesday to check if area has been mowed.

Ranney reports we have 25 sponsors with lots of attendance prizes.

Bob Horzmann will bring the large donated signs to the show and will auction the signs off sometime around 1 PM.

Next month meeting will be at Growlers Pub in So. County on Lindberg starting at 7 PM.

Rock Hill is planning a car show on Oct 3rd; contact Joanne at 314.968.8377 for details.

Don discussed a NAMGBR proxy ballot he had received in the mail. Simon made a motion to endorse both candidates listed as running. Club members who belonged to NAMGBR voted to approve the motion unanimously.

Nominations for 2010 club officers and registrars

Registrars:

Prewar- Bob Horzmann

T Series- Charlie Key

MGA/ Mquette- John Mangles

MGB/MGC- Bob Bentzinger

Simon Dix

Spridget- Bruce Hamper

Cars in Boxes- Stef Barnes

Other Marques- Ranney Dohogne

Historian- Bob Bentzinger

Club Officers and Support Roles:

Events chairperson- Janel Demick

Secretary- Stef Barnes

Treasurer- Byron Golfin

Chairman- Bill Fox

Bob Bentzinger

Open Discussion:

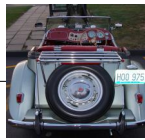
Since Fred Houser will be out of town during the next Library Lottery (Oct 12), Bob Bentzinger has volunteered to fill out the forms requesting the library meeting rooms for the first 6 months of 2010. Don G. will be the alternate contact number.

Attendance Drawing:

Numerous exciting and attractive attendance prizes were awarded.

There being no further business, the meeting of the St. Louis MG Club was adjourned at 8:30 PM





For Sale or Wanted:

Duane Rankin told about a 74 or 75 Midget body with title (no engine, no transmission). \$75. Call Mike Case (at a motorcycle/hotrod shop) 618-797-5477.

mgc

I bought this car, and was to trade it for what I really wanted, bmw motorcycles and parts. It is a good car for a restoration, 6cylinder, c model etc. I have \$2650.00 in it, and that is what I want out of it. I have had a lot of offers to part it out, but I simply do not do that to vintage anything. It is in dogtown.

Bob Odell (314?) 346 6893

The only reason I have to sell is I have pinched nerve in back and can't ride or drive it any longer. This description is as honest as I can be. The description of the motor is the one from my brother in law from whom I purchased the car. I have no clue what engine is what so I take it on faith it is true also.

Changing of the Editorial Guard (part duo)

By Todd Brown

This is it, after all the good thoughts and press from Simon, I have to actually edit my first news letter. I have to admit a little trepidation on following such an excellent series of issues published over the last three years, but luckily I already have a few great articles in the queue. I'm sure there will be a some startup problems for me, I mean heck, I don't even know how to number the issues yet. So, the best way for me to get started is continue the format and tone of our current Newsletter. There might be a change or two in the style of the editorials but I hope ya'll won't mind much. I will ask for and continue to publish the technical and restoration articles that have such value to our members who like to perform every bit of work themselves. I have noticed however, there are a substantial number of members who perform routine maintenance while leaving the major work to the professionals. I believe they own their vehicles for the enjoyment of having such a cool car that they can hop into at any time and drive away. I'd ask these members to submit

articles about what they are doing with their cars. Describe their favorite routes, tell us where the cool destinations are, and give us some of their best drive stories. After all, what is great about this club is we don't *just* build great show cars, we really drive them. Then there are interest articles about the history and bemusement of owing our LBC's. These are fun to read and really round out the content. I am lucky to have a couple of those stashed away for lean times. I hope everyone will continue contributing to and enjoying The St. Louis Metro Gazette as much as I'll enjoy editing it. Thanks for my turn at the desk!



My '63 thru '65 MGB. Runs great, looks great, a blast to drive, definitely not concours.

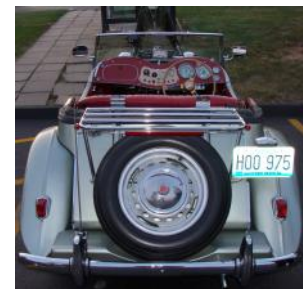


Stories from the St. Louis All British Car Show 2009

By Kathy Kresser

The Parking Lot BBQ John and Carol Mangles 1958 MGA

Every year the All British Car Repair sponsors the Parking Lot BBQ. Brats, dogs and burgers were complemented by side dishes and yummy desserts. Carol Mangles said "The BBQ is another highlight of the show. Each year we change it a bit." John Mangles added "I enjoy hosting the event and meeting new people. It is bigger every year. I hope those who haven't attended in the past put it on their schedule for next year." Thanks to John and Carol for a great evening.



This annual show generated a day of sharing car stories, examining and lusting after some real beauties of cars, meeting new people and enjoying the fun with friends. The past few years I have gathered responses to a specific question. This year, I found fun tidbits and spotted interesting cars. The following is a summary of my mini conversations with car owners.

Jamie Pfeifer

1959 Berkeley B95

with a Royal Infield Engine and Constellation 700 CC twin.

"I bought the car in 1961." I asked Jamie what inspired him to buy this car and he said "must have hit my head on a rock," but the sign posted next to the car probably says it better: "Tragic lifelong addiction to the marque." Jamie says he has owned other Berkeley's, but this one was different. He found it in the 1980s and had to have it. His first racing experience with the car was in 1990 at Monterey Historics in California. This car is actively campaigned in vintage racing where Jamie placed fourth out of 23 cars in his class in Pennsylvania. This was a 25-minute race with top speeds around 100 MPH -- mind you the car weighs only 800 lbs. As we all know Jay Leno is a car fanatic and this is his favorite Berkeley. In fact, Jamie has met Jay Leno several times as Leno enjoys watching this car race.

Eric Nordstrom

1999 Lotus Espirit

I stopped by the "Lotus Party Tent" which is enjoyed by the Lotus club members for a day of fun. Eric Nordstrom, president of the Lotus club, shared with me that the St. Louis area is home to three Lotus Eleven's. Lotus built 271 Elevens from 1957 to 1959. More are being found every year. Buyers must be certain they are purchasing a vintage Eleven and not a fake. Paul Epperson showed his unrestored Eleven at last year's show. This year Charlie Van Dyke showed his Eleven. The Elevens were extremely successful in racing and extremely competitive for ten years. They are still historically raced. For your information, the real Lotus Espirits are approaching six figures on the sale market. Wow!





Don Bonar
1935 MG TA 1823

Congratulations to Don as this car was the Chairman's Choice at the St. Louis All British Car Show. Don tells me there are 140 PAs in the world. Some believe it is the 'quintessential and best looking four cylinder, prewar midget type.' Don found the car in a warehouse in La Jolla, CA. It was a basket case. After nine years and plenty of help, this car has been restored to its original beauty (probably better than original). Don has owned other British cars in the past, but he really wanted a prewar car. He says, "insanity and midlife craziness are responsible for this car purchase." Personally, I think Don enjoyed the process of restoration and being the owner of this terrific car.

Clank Wagner
Tom Johnston
1952 Singer

Clank bought the Singer in 1964 with his fiancée. He was a college graduate and really wanted a Triumph TR3, but his fiancée spotted the Singer on the used car lot and they bought it. They soon discovered it was not a good family car – no heater, no wipers and living in St. Louis in the winter, it just didn't cut it. Like many other car relics, the Singer was at the farm for ten years, and then moved to the garage for a few more years. Finally, one of his daughters was to be wed, work commenced on the Singer in hopes of the bridal couple using it at the wedding. It was not to be due to a fuel problem. In 2001, the second daughter announced her wedding plans. The future son-in-law, Tom Johnston, solved the fuel problem and the Singer was in the wedding. In the father's toast at the reception he gave the Singer to the newly wedded couple. Tom and Nina were in shock as it was a total surprise. They still drive the car as much as possible. I love stories with happy endings.

The Spitfires
Howard Baugues
1976 Triumph Spitfire

Front and center on the show field in bright colors of red, blue, yellow and green, the Triumph Spitfire was the featured marque, a first at the St. Louis All British Car Show. The North American Spitfire Squadron combined their own Midwest Spit-Together at this venue. Eighteen "spits" and two GT6s arrived to enjoy the car show, a drive after the show, dinner and the drive-in movies on Saturday evening and tours of St. Louis on Sunday. The Squadron presented NASS awards at the show. One of the lucky recipients included Craig Madsen, president of the St. Louis Triumph Owners Association, who received the "diamond in the rough" award for his 1979 Triumph Spitfire.



The (loud) Speaker of the Show
Don Gaithman
1970 MG Midget

Like it or not, Don Gaithman, chairman of the St. Louis MG Club, controls the microphone rattling on and on and on about everything. I asked Don about his official role as spokesperson for the show and he told me "I love being in charge of the mike. This is my fifth year and it is still fun and I hope to have five more years. Everything about it is fun – talking with car owners, the kids, making sure everyone knows what is happening and having fun." Despite the unofficial voting results that attendees would rather hear a cat

screaming than listen to Don, most of us do appreciate his good-natured, easy going approach to broadcasting information. Thanks, Don.



Fred Stout **1953 Jaguar C Type Replica**

This Jaguar C Type grabbed my attention as soon as it entered the show field. To learn more, I cornered owner Fred Stout, who was decked out in goggles and helmet in this sleek, sporty car. He bought it in Chicago, driving it back to St. Louis in the middle of winter. The starting temperature was 25 degrees F and increased to a balmy 30 degrees F at the end of the trip. Fred claims he was quite comfortable with his World War II fleece line flying helmet, ski jacket and mittens. The reason is that this car is hotter than Hades to drive. His wife doesn't enjoy the pleasures of a sports car because 25 years ago on a trip in and around Canada in the Lotus 7, it rained everyday all day, or at least that is how Fred remembers it. His wife quit about half way through the trip, flew home on a jet and that was the end of sports cars for her!



Fred shared with me a little background about the C Type. "Jaguar introduced the 120 in 1948. It finished eighth at the '120 competition' in 1950 at LeMans, a 24-hour endurance race in France. Jaguar felt if they had a real race car, they could win the LeMans. Thus, the 1951 C Type was born and indeed won the LeMans. In 1952 Jaguar came out with the same car, but changed the configuration of the front end. This car overheated in the race. In 1953 the three carburetor engine was debuted and won the LeMans. In 1954 the D type won again."

Pictures Anyone? **Jeanne Snow**

Another first for the St. Louis All British Car Show was the professional photography. Jeanne Snow took a few minutes between shoots to tell me she and husband, Jason, travel the United States and Canada photographing cars. Jason developed his photography skills working with the Big Three Auto Makers in the 50s and 60s. The system is pretty cool. Jeanne is responsible for ensuring the target car is positioned properly against the "chroma key" (plain backdrop). Jason makes the shoot. The printed photo is displayed for the car owner to decide whether to purchase it and select a background for the photo. I saw one photo with a Spitfire car and a Spitfire jet hovering just above – very nice.

Of course, Jeanne tells me she and Jason think British cars are the best! (Maybe that statement was based on the surroundings.) In any event, Jeanne and Jason are no strangers to classic cars or cars in general. They own 22. "We love cars" is Jeanne's response. The collection includes Avantis, Studebaker, Thunderbirds, Fords, Chevy Corvettes, three 1959 Cadillas and one Jaguar. Thanks to Jeanne and Jason for adding another event to the show.

Show Leader **Janel Demick** **1966 MGB commonly called Binabox**



The success or failure of this show rested on the back of Janel Demick, chairperson of special events for the St. Louis MG Club. She headed the committee to pull off this show. Janel says, "It was possible only because of the terrific team effort. We were able to make a few changes this year and hope to incorporate more changes in the future. One cannot change everything at once. Some of the noticeable changes included the featured marque, attendance prizes, and free T-shirts to early registrants. To the team's delight, there were over 100 pre-registered cars and the show had a record turnout at

162 cars." I asked about how one acquires beautiful weather. Janel reports "the weather is in the hands of her Catholic mother-in-law who requested and prayed for great weather." Needless to say, it worked this year.

Les Rich **1960 Jaguar XK 150**

Originally Les owned an old Porsche, but he thought the British had the best car designs. He relates: "This XK 150 was a basket case in 1999. I had it rebuilt to its former glory. My wife and I enjoy the car. In fact, four times we had it shipped to Europe for touring. She is a great navigator."



The unusual car on the parking lot
Jeff Silkwood
1964 Cadillac de Ville

Jeff Silkwood the officer and Jeff Silkwood the classic car owner are one in the same. Jeff is on hand at each show to protect against disorders; furthermore, he donates his wages to Backstoppers.

When I inquired as to the owner of the Cadillac, I learned it was Jeff. He says the car belonged to his grandmother's whom he loved and admired. She bought it in 1966. When she could no longer drive, his grandfather stored the car for him. Jeff has been the proud owner of this beauty for 26 years. He says "It is a wonderful experience to drive this car with great memories from the past." His daughter Darcy loves the car too. He has pictures of Darcy behind the wheel at age three. At 16 years of age, she loves driving it and will own it down the road. Jeff, thanks for sharing this story. This car is truly loved and treasured because of the strong family connection.

John Fitzpatrick
1965 Triumph Herald

Sitting in the parking lot with a "for sale" sign, this car caught my attention. The owner, John Fitzpartrick, said "I have owned it for 24 years. It is a Sunday driving car, thus the reason for its low mileage at 54,000. Before the Herald, I owned a 1959 Triumph TR3. While serving in the Navy, I called home. Dad said, 'I sold your car' which came as a shock and total disappointment. I couldn't believe my dad sold my car out from under me."



John told me the Herald was owned by his client and John admired the car and expressed his interest if and when the client wished to sell it. One day, the client walked into the warehouse and said "Do you want to buy it?" He did!



The Jag Party Tent
Gary Schlueter
1997 Jaguar VDP, the official club truck for hauling

I asked about the party tent and Gary Schlueter quickly informed me this is a business tent. I think it may be used for an informal meeting, but the laughter, food and homemade chocolate chip cookies indicate it is also a party tent. Sixteen Jags were nestled into their area for the day. Gary said, "The group enjoyed being in the car show."

Gary invited everyone to the upcoming Jag Show on Saturday, October 10. Jaguars will be lining the streets in Clayton on Brentwood Boulevard between Forsyth Boulevard and Maryland Avenue. Gary expects 60-70 Jags. He inquired about ordering the same beautiful weather for their show – he needs to talk with Janel Demick's mother-in-law (see comments above).

The Auction
Bob Horzmann
1969 Lotus Elan

Bob conducted a mini auction at the car show. He said, "Mark Hyman, owner of Hyman Limited Classic Cars and a long-time supporter of British cars, donated two signs (A Lotus sign and a Triumph sign) to be auctioned with the proceeds benefiting the car show and car clubs. The auction generated \$510."

Bob also shared a funny comment with me. As he entered the show field in his Lotus Elan he left the engine running as he registered. Chris Kresser asked him if he left the engine running to prove it would not overheat or was he afraid it would not start again – Bob responded, "Both!"

My thanks to everyone who took time to talk with me. I hope you enjoyed the stories. See you next year!



2008 All British Car & Cycle Show Results

Class A Austin Healey 4 cyl	Class B Austin Healey 6 cyl	Class D Jaguar Newer Saloon 1972 - Present XL, S & X Type
1st: Ron Varley 2nd: Joe Marino	1st: Lou Salini 2nd: John Lore 3rd: Steve and Robin Hurst	1st: John R. Morris 2nd: Andy Mino 3rd: David Reinke
Class E Jaguar Older Sports XK, XKE, SS, & Open Cars	Class F Jaguar Newer Sports Cars, 1975 to Present, XK6, XK8, XKS	Class G MGT Series & pre-War
1st: Jim & Lisa Hendrix 2nd: Fred Stout 3rd: Leslie Rich	1st: Jan Pierre Pallares	1st: Don and Sandy Boner 2nd: Bill Comfort 3rd: Jim and Mark Merz
Class H MGA	Class I MGB 1962—1969	Class J MGB 1970—1974
1st: Rick Griffin 2nd: John Mangles 3rd: Jeff Allen	1st: Chuck & Janel Demick 2nd: Tom Kohnen 3rd: Todd Brown	1st: Bob and Darla Bridges 2nd: Tara & Simon Dix 3th: Richard Griffin
Class K MGB 1974.5—1980	Class L MGB-GT & MGC-GT All Years	Class M MG Midget & AH Sprite Chrome Bumper
1st: Tara & Simon Dix 2nd: Randy Bentley 3rd: Harold Downey	1st: Daniel B. Hayes 2nd: Bob Smith 3rd: Ranney Dohogne	1st: Stephen Beal 2nd: Bruce Hamper 3rd: Bill Paterson
Class N MG Midget RB	Class O Triumph TR2/3/3A	Class P Triumph TR4 & TR250
1st: Lee Fox 2nd: Gryf Ketcherside 3rd: Brian Demick	1st: Chris and Kathy Kresser 2nd: Dennis Wilson 3rd: Dennis Degroodt	1st: Tony Panchot 2nd: Mark Birdsong
Class Q Triumph TR6 1969 to 1973	Class R Triumph TR6 1974 to 1976	Class S Triumph Spitfire Early & GT6
1st: Arlie King 2nd: Joe Kelly 3rd: Frank & Sheree Harden	1st: Kevin Blume 2nd: Karl Kenkel 3rd: Ted Ciampoli	1st: Michael Ross 2nd: Ron Theel 3rd: Jeff Weintrop
Class T Triumph Spitfire Late	Class TT Triumph TR7	Class U Lotus
1st: Jim and Judy Wheeler 2nd: Richard Campi 3rd: Robert Ross	1st: Dan Jones 2nd: Craig Madsen 3rd: David Massey	1st: Charles D. VanDike 2nd: John Davis 3rd: Jim Price
Class V Mini Classic	Class W Mini New	Class Y British Other/ Roadster
1st: Don Ruder 2nd: Michael Trieger 3rd: Tom Thavorides	1st: Dean Wette 2nd: Tim Shackelford 3rd: Douglas Travis	1st: Ranney Dohogne 2nd: Daniel B. Hayes 3rd: Tom Johnston
Class Z British Other/ Saloon	Class AA Motorcycles	Dimond in the Rough
1st: Bill Fox 2nd: Duane Mazzacavallo 3rd: Adam Key	1st: George Kracke 2nd: Mark Bosworth 3rd: Bob Benzinger	Tie: Keith Mangles and Arthur Weiselthier
Car I'd Most Like to Drive Home	Greatest Distance to Show	Chairmans Choice
Jim and Lisa Hendrix's Jaguar XK150S Carmen Red	James Wolff	Don Boner (winner class G)





We were talking about how to replace the voltage stableizer at the last meeting, Simon sent these links:

Here's the article: <http://www.britishv8.org/Articles/MGB-Voltage-Stabilizer.htm>

It's apparently hard to find the part but the bloke mentioned this is where he got the part: <http://www.gatewaycatalog.com/>

Guide to Reading Spark Plug

Not exactly sure where this comes from, Simon forwarded it to me from:

Glen McMillin

Market Development
Global Network Products

OK... Well Glen says "I came across this in one of the Volvo boards recently "

Those look good... but I think you have a misconception about how to read plugs -- I bet 90% of people on the list do too, and many books are wrong as well. I learned this wrong 40 years ago, and only understood what plugs can really tell us in the last year or two.

Plug color is the residue of chemical salts in the gas, and have nothing to do with mixture. Depending on what's in the gas in your area, you might see light gray, orange, tan, or violet. This doesn't tell you anything important.

If the mixture is too rich, you will have incomplete combustion, and the visible indication of that is soot. Soot is black

and no other color. If the mix is slightly rich, you will see soot beginning partway down the center ceramic insulator. If it's very rich, you'll have soot all the way to the top. We only care about that center insulator -- some soot will always form around the metal body of the plug after a while.

The best mixture for power is the one which makes the soot recede all the way down to the base of the insulator (just barely lean enough for there to be no soot). You may need a flashlight to see all the way down there.

If the mixture is lean, you *cannot* know that from looking at the plugs. Richen until you see some soot at the base of the insulator, and then lean out so it just barely disappears. It only takes 3-4 minutes of driving to get a new, valid reading.

It usually takes much longer for the tan, violet, etc. salt deposits to color a plug. While the color doesn't matter, those can tell you something. If the ignition timing is correct, there will be a small, clean ring around the center electrode where the ceramic is still white, reaching perhaps 1mm out. If it goes further than that, the timing is overly advanced; no ring at all, the timing is retarded. As most of our distributors only advance with RPM instead of tracking load, the timing is retarded most of the time under partial throttle, so this is probably not very useful for a street-driven car.

If you have pinging (which is not always audible), there will be black streaks or pepper-like spots on the insulator.

If the plug heat range is too hot, the ceramic will take on a porous look, and you may also see some glazing on the long electrode. If the plugs are too cold, they'll just tend to foul.



Club Officers & Support Roles

Name	Address	Phone	E-Mail
Don Gatheman Chairman	3200 Churchill Dr. Florissant MO 63033	(314) 839-3656	chairman@stlouismgclub.com
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Carol Mangles Secretary	31 Canyon Ct. St. Charles MO 63303	(636) 939-9338	secretary@stlouismgclub.com
Janel Demick Events Chairperson	1028 Lexington Dr Columbia IL 62236	(618) 401-5872	events@stlouismgclub.com
Fred Houser Membership Coordinator	544 Winding Trail Drive St. Louis MO 63131	(314) 965-9320	membership@stlouismgclub.com
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T-Series	Pat Downey	(314) 846-1035	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
Spridget	Bruce Hamper	(314) 822-4831	spridget@stlouismgclub.com
Cars In Boxes	Mike Barnes	(314) 752-3869	carsinboxes@stlouismgclub.com
Other Marques	Chris Kresser	(636) 394-3012	othermarques@stlouismgclub.com
Historian	Bob Bentzinger	(314) 524-6128	historian@stlouismgclub.com



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



- Oct 3—Memphis Eurofest. Hosted by the Memphis British Car Club—all the details are available online at their show site: <http://www.memphisbritishcars.org/eurofest>
- Oct 12—Regular Club Meeting but **early start 7 PM** and location will be **Growlers Pub** 3811 S Lindbergh Blvd, 63127
- Oct 18—British Invasion, Donut Drive-In, 10:30am 6525 Chippewa
- Oct 31—Halloween Rally, Mike & Stefanie Barnes
- Nov 1—British Invasion, Renault Wurstmart, 1pm Renault IL -- MUST RSVP / tickets in advance
- Nov 14 or 21—Lucas Night Rally, Bill Fox
- Dec 12 or 16—Holiday Lights Tour, Stefanie Barnes

The MG Club of St. Louis Newsletter

c/o Fred Houser—Membership Coordinator
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Cars are cool, but people make the show go on



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