



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 41 Issue: 5



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Dyno Day For My '69 MGC *By Dave Dobbins*

On Thursday, April 7th, KCMGCC members gathered at Jesse Prather Motorsports (JPM) in Topeka, KS to have our cars evaluated and tuned by some heavyweights in the sports car racing community. Jesse Prather and his father, Kent, have decades of experience in engine building and racing. Geoff Rollert of KCMGCC arranged for the club to have a day on the dynamometer under Jesse and Kent's experienced eyes and direction. While most of us have a basic understanding of how to make our cars go, we might lack the knowledge, skills, tools, or techniques to truly optimize our rides for maximum performance. Being in the racing business, that is the Prathers' bread and butter.

A total of six cars (MGs and Triumphs), were scheduled for evaluation and tuning, including my '69 MGC Tourer. The evening before the event, I ensured the car was running well and carbs were synched and tuned per the conventional techniques and wisdom.



Figure 1: 1969 MGC on Dynamometer at JPM

I also set the timing to what I thought was an appropriate value. I went for a test spin and all systems were go. The morning of the event, I decided to make a quick run and top off the fuel before heading to Topeka. Got in, turned the key, let fuel pump pressurize, engaged starter, and it won't start. Great, I thought. To make the event viable for the Prathers, we needed six or more cars to show up. I called Geoff and asked if they would be upset if I couldn't get there. He assured me that it would be fine, but also encouraged me to try and fix the car and come on over, the sooner the better.

I had just adjusted the carbs the day before, so the first urge was to look there. Then I remembered that most carburetor problems are **actually, ignition problems**, so I focused on that first.

(cont. on page 2)

ABOUT THE MG POST

The Kansas City MG Post is published monthly by the Kansas City MG Car Club. The KCMGCC is a member of the North American MGB Register and the American MGB Association, and is affiliated with the MG Owners Club, Cambridge, England. The MG Post is provided free to members. Opinions expressed herein are not necessarily those of the Club, the Club Officers, or the staff of the newsletter. Technical information is believed to be accurate; however, any repairs on mechanical advice is attempted at the reader's risk. The Club, Officers, or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult a certified technician.

NAMGAR

The Kansas City MG Car Club is a chapter of the North American MGA Register (NAMGAR). The Register was established in 1975, with the sole objective of promoting the restoration, preservation, and enjoyment of the MGA, Magnette, and their Variants. While NAMGAR started as a register of MGA's in North America, it soon became an organization to join, as evidenced from a membership roster of folks from all over the world! It immediately became the catalyst for very special social gatherings. NAMGAR is managed by unpaid volunteer Board and Staff members. They give their expertise and time freely in an effort to make NAMGAR the best MG club in the world.: Cost of membership in the NAMGAR is \$37.50 North America/\$52.50 International per year and unique dash plaque indicating your car's Register number, NAMGAR's award winning magazine, *MGA!*, six times a year and other benefits.

NAMGBR

The Kansas City MG Car Club is a chapter of the North American MGB Register. The North American MGB Register was formed in 1990 to serve the needs of MG owners throughout the world. The Register's executive committee is elected by the Affiliated Chapters. Officers can only serve two consecutive terms which ensures that new people and fresh ideas are always available. Finances are open to inspection at any time and the Treasurer provides financial statements that show how the membership's money is spent. Officers and Registrars receive no financial remuneration for their duties, but volunteer out of the spirit of the marque. The award-winning magazine *MGB Driver* is published six times a year. Cost of membership in the NAMGBR is \$30.00 per year and includes a dash plaque with your membership number, the *MGB Driver* magazine, and other benefits.

Dyno Day For My '69 MGC

(cont. from page 1)

I quickly figured out that the problem was in the ignition points. So I frantically searched my shop for another set. Certainly, I had to have at least *one* set of points around. I found a set, but they had a fine layer of corrosion all over the base plate. I was able to take two sets and make one good set from the parts. Popped them in, set the gap, car started right up. I thought, "I've got this licked, right?"

I hooked up the timing light and SHAZAM. The timing light stopped working. Geez, what next? Ok, I remembered the basic orientation of the distributor from when I took it out. Car ran well, I advanced it till I got a little ping, and then backed it off a bit. Fingers crossed, went for a test drive and car felt good. Starts easily, no pinging on acceleration. AAA membership card in my pocket, I'm heading for Topeka!

I'd like to say I enjoyed the drive to Topeka, but a full hour of clenched butt and always looking for a suitable landing strip in case the motor dies, makes for a stressful drive.

I got to JPM after 3:00 p.m. just as they were hooking up Chris Coulter's throttle body-injected MGB GT in the test bay. That was fun to watch. For those of you, like me, who had never seen dyno testing in person, the car is parked with the rear (drive) wheels over a large drum that spins under power from the car. It is held in place with four large tie-downs to keep it in position during the process. An RPM pickup is attached, and an Oxygen sensor is placed in the exhaust pipe to measure the Air/Fuel Ratio (AFR). This is important to determine how rich or lean the car is running.

The RPM and AFR sensors and the dynamometer are connected to a laptop that the test operator, in this case Jesse Prather, has in his lap as he starts the car and manipulates the throttle and gearshift running the motor up to maximum output. The laptop is connected to a large video monitor so spectators can see what Jesse sees on his laptop. He makes an initial, baseline, run to establish a starting point for the car's performance. This can be very humbling. I mean, for the most part, our cars don't have a ton of power, but to see the actual numbers for your car can be disappointing.

(cont. on page 3)

Dyno Day For My '69 MGC

(cont. from page 2)



Figure 2: MGC Strapped on Dynamometer

When it was my turn, I backed the car into position on the dyno. The Prathers looked my engine over and commented that the aftermarket, “pancake,” air filters seemed too restrictive. The tests would be done with the filters removed.

Jesse warmed the car up and ran it through the gears all the way up to Wide Open Throttle (WOT). I recently resurrected this sleeping car as an unfinished, abandoned project from 1995, so hearing that big, inline 6 roaring at WOT, was both exhilarating and terrifying. BTW, they tell you not to stand too close or in line with the drive belts, lest something flies out and hits you.

Each test run produces a graph that shows HP/RPM/Torque and AFR over the range of the throttle. An ideal, “stoichiometric” AFR is about 14.7 and would produce best fuel economy. A richer AFR of about 13 produces maximum power. For anyone who has tried to

set the mixture on your carb(s), you set it at some value, say 3000 RPMs and you hope it's OK everywhere else in the power band. With HP/RPM/AFR all right there, you can see the mixture from idle to WOT.

The specs on my car say it should be capable of putting out a maximum of 145 HP and 170 ft-lbs of torque with the 3.0L, inline 6 cylinder. On the base run, the car was producing about 88 HP with 127 ft-lbs of torque. On my car, the AFR got leaner as the RPMs increased. Basically, the car was starving for fuel as the RPMs climbed. It wasn't horrible, but the Prathers believed that thinner needles would allow a richer mixture and extract more power.

My first thought was, “Why not just adjust the jets for a little richer mixture?” However, when you adjust the jet, you are adjusting the mixture for the entire RPM range. A careful review of the shape of the graph shows that the mixture is ok at lower RPMs and then gets leaner as the RPMs increase. Since this is a street car, it spends a fair amount of time at idle and lower RPMs. Just enriching the carbs would make economy and performance suffer on the low end.

SU carb needles have a tapered shape.

They are bigger at the top and thin out toward the end. This means that they allow a smaller path for fuel at low vs. high throttle. Choosing the optimum needle to allow the correct amount of fuel across the whole RPM range can be complicated. There are hundreds of different tapers and shapes available from SU so that you can adjust the mixture to match your car's needs at specific throttle settings. What the graph is telling me is that I need a carb needle that has about the same diameter near the base but tapers a little more toward the end (specifically above 3500 RPM).

Air-Fuel Ratio Chart

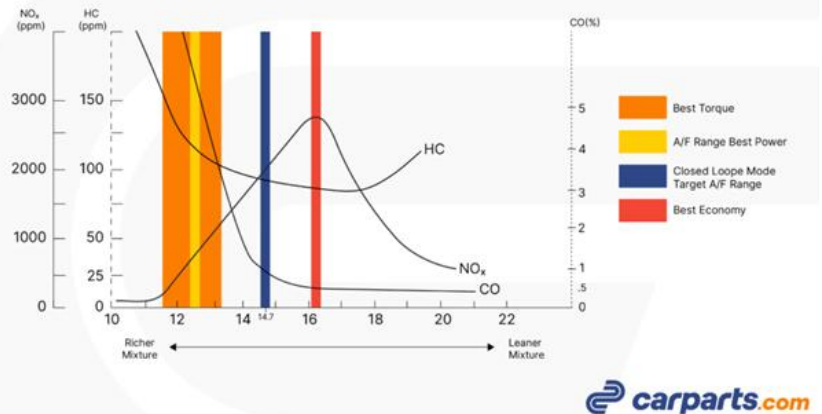


Figure 3: Typical AFR Values (Courtesy Carparts.com)

(cont. on page 4)

Dyno Day For My '69 MGC

(cont. from page 3)

Although Jesse and Kent have a tremendous stockpile of parts, they didn't have the ideal needles for my car on hand. Instead, they put in a richer needle than what I had and ran the test again, without any air cleaners at all. Bingo, 98 HP (an increase of 10 HP over baseline). Since needles cost about \$20 each, they were able to show that I could get 10 additional HP for \$40. That seems like a bargain to me. And those weren't even the optimal needles, so maybe it could be a higher gain. I'll do some research and calculations to estimate the needed diameter at various points to match my performance curve.

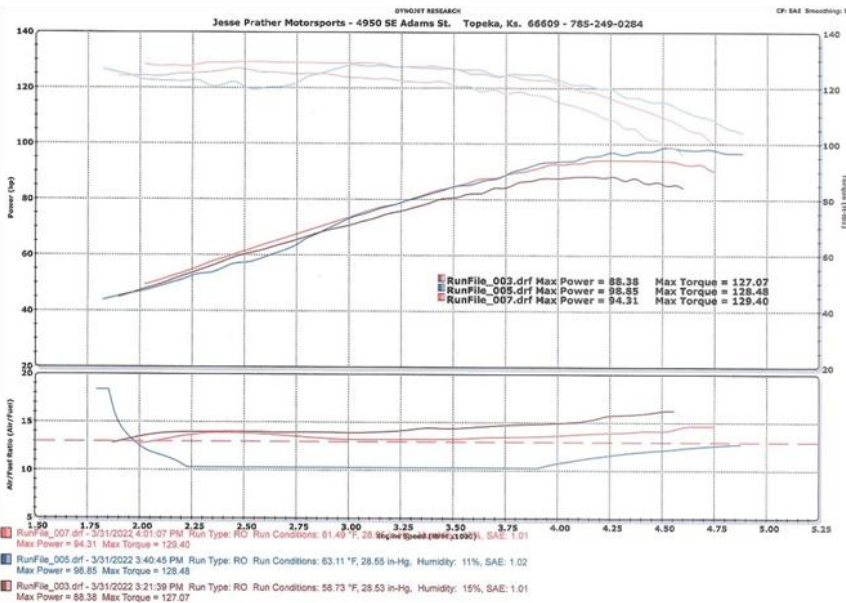


Figure 4: Dynamometer Output for 1969 MGC

interesting cars, parts, and memorabilia. I could spend hours looking at everything.

Geoff says that he intends to do this again next year. I highly recommend attending, preferably with your car or even just as a spectator. It's another way to help understand your car and exchange ideas with fellow enthusiasts.

For the final run, they re-installed the original needles and air filters and retarded the timing some. This run produced 94 HP (a 6 HP gain over baseline just from that). That tells me that 104 HP is a realistic goal.

I suspected that British Leyland fudged a little on the specs, so I didn't expect 145 HP. But who knows, with a little tuning and maybe some mild mods, I might get 10 or more additional HP.

After the KCMGCC cars were all done, Kent invited us all over to his shop for an adult beverage and camaraderie.

His wife, Kathy, was very friendly and welcoming, and the shop is chock full of

Spring Blossom Drive

By Larry Taylor

On the morning of Saturday, April 16th, 31 Triumph and MG Club members in 17 cars met at the Quik Trip in Raytown for the first Spring Blossom Drive. While the weather was quite cool and windy, Michael Wilds in his TR6 and Richard Faulkner in his Spitfire, opted to go with their tops down. The drive took about 45 minutes and included Swope Park, Blue River Road, Grandview Road, and Holmes Road, and ended at the Cracker Barrel in Belton. Denny Hale reported that he saw blooming Redbuds, tulips, tulip trees, Forsythia, crab apples, Bradford pears, daffodils, and dandelions. The route was not exactly teeming with blooming flora, and only a few dogwoods were in bloom, but the drive was pleasant.

Brunch at the Cracker Barrel was a mini disaster. After assuring me a week before that there would be no problem handling our group, the restaurant was short-staffed due to the Easter weekend. There was a long delay in getting some of us seated and a few members decided to leave. For those that remained, service was slow, giving us plenty of time to visit with other members.

(photos on page 13)

Prather Fine Dyno Tuning of My '79 MGB

By Jim Hager

On March 31, about seven members of the KCMGCC met at Jesse Prather's shop in Topeka, Kansas. Our mission was to analyze the tuning conditions of our British cars and improve their performance, particularly with the fuel systems.

I am providing a little background on my 1979 MGB with the before and after results of our improvements. I purchased my rebuilt engine and 280Z 5-speed conversion through an estate and I was unaware of the motor performance details. I could only guesstimate the HP at 100-105 based on the lobe of the cam at idle, the added headers and larger carbs, as well as educated suggestions from the facilitator. I also was aware that the previous owner "was into power and speed" so upgrades to the engine would support his personal traits. Nolan's in K.C., MO did the machine work including the cylinder heads. I am unaware of the intake and exhaust port preparation nor the compression ratio. I suspect that the cylinder head was shaved to provide a 9:1 compression ratio for it runs fine on regular gasoline.

Shown at right is the print-off of the before and after two runs on the dyno. In the lower box the air/fuel ratio is indicated as the engine speed is increased. There are two sets of linear graphs in the upper box with the torque in blue and the horsepower in red. The bottom set shows the before carb adjustment. The top set of lines indicate the after tuning with appropriate SU carb needle change. The seat for the needle was adjusted down which was the opposite of what I would expect would lean the mixture. However, this was compensated for by changing the needle size to appropriately match the fuel/air mixture to my specific engine.



I always felt like the 1-3/4 SUs could be making my MGB run rich and that possibly this could be solved by re-jetting the carbs to run leaner. Symptoms of the likely rich mixture were noted by smelling gas fumes particularly at idle, dieseling (the engine tuning backward after being shut off), and poor gas mileage. The latter could have simply been the results of using the larger early Jaguar and Healy S6 SU carbs. Note: Research shows that the larger S6's do not provide better usable driving ability. However, they do provide increased performance at high rpm on the MGB.

After the carb seat adjustment and the smaller needle correction based on the dyno data were completed, the results note fantastic improvement. Comparing the graph lines in the top box indicate a gain of about ten horsepower. The usable torque and HP is not only higher but it also is achieved earlier and for a longer high duration. Also, note that the leaner mixture also took some of the fluttering as the motor was unable to burn all of the mixture. It now runs more efficiently.

(cont. on page 6)

Prather Fine Dyno Tuning of My '79 MGB

(cont. from page 5)

The "maximum HP" and "maximum torque" written on the dyno chart is rather confusing. It is actually the average through the run and not the maximum data indicated by the graph lines. The dyno measures the power where the rear wheels are connected to the floor spindles. The actual HP and torque at the engine is calculated by adding an "estimated" 20 percent to the lines in the chart. This estimate eliminates the loss of power as it moves through the drivetrain of the clutch, driveshaft, gears, axles, etc. Adding 20 percent to wheel data puts my HP at an estimated 110 which is a radical increase over the pre-tuning numbers.

The rather low output of an engine from the factory on a 1979 federalized, anti-pollution MGB is the low 70's. Horsepower on MGB's gradually decreased from 95 in the early 1960's to as low as 70 in California through less carburetion, lower compression, and other emission changes.

The father and son tag team of Kent and Jesse Prather did a wonderful job analyzing and tuning my MG. It no longer smells stinky or runs over after it is shut off. It ran fine while driving over to Kent's home shop garage to have a beer and some snacks with his Thursday night car gang. At that time I told Mrs. Kathy Prather that she had some real smart male family members. She replied, "They really know their stuff when it comes to cars, but I don't know about some other things". When I left for the night after hitting the shop restroom, I wondered if she could be referring to Ken's taste in decor. Regardless, I personally very much approved of the colors and shapes!

Spring Tune-Up 2022—Article #1

By Denny Hale

Saturday, April 9th was a great day to get our LBCs out for a drive, unlike last year when it rained all day. Arrangements had been made with Scott's Auto Express in Blue Springs for us to use some of his lifts so we could get our cars ready for the 2022 driving season. Some of us are getting too old to slide around on our backs under the cars. We had 15 members of the MG and Triumph clubs show up and get some last minute work done on their cars; six MGs, three Triumphs, a Sunbeam, and two Miatas showed up. There was a lot of coffee, donuts, and good camaraderie.

Scott let us use four lifts, and we had cars up on all of them at one point. Eight cars went up on the lifts by the time we were finished, and got everything done from oil changes, chassis lubes, carb adjustments, leaky oil line repairs, to just a lot of good visual inspections. It's not often we get the opportunity to walk around under our cars with good lights to see what's going on. It's always fun to look around under somebody else's car. One inspection revealed a rubber fuel line coming straight from the gas tank that was chafing against a steel hand brake cable. Needless to say, the fuel line was losing that battle and was about half worn through. That'll be an easy fix in the garage, but it would have made a mess out on the road; possibly even a fire.

We only had one breakdown for the day from the 12 specialty cars that were there. Believe it or not, it wasn't one of the LBCs! It was one of the Miatas that apparently lost a fuel injection pump.

(All combined articles photos are on pages 8-10)

Spring Tune-Up 2022—Article #2

By Bruce Miller

Saturday, April 9th, Scott's Auto Express once again offered their facility in hosting the Spring Tune-Up. An all STAG event with 16 guys scarfing down coffee and donuts and getting greasy. About a dozen cars got their pre-season lube and undercarriage once-over as the old farts tried to remember where fill holes and grease zerks are located on the various cars. Thank goodness for car lifts, as it was hard to find anyone that could still get to the floor and back up (much less in and out of our cars). One MGB block to filter oil line successfully replaced, reminding us of the difficulty accessing the rear block fitting nut for proper tightening. Started looking at a recently rebuilt engine that wasn't running quite right, thinking a carb adjustment was warranted.

A couple good tips from Tom Berry when you think carb adjustments are needed: First check the plugs to see how they look – running rich if on the black side and sooty, running lean if on the white side, light rusty color and dry probably just right. Second, ask when was the head last torqued and valves checked – if these are off, it affects the carbs performance, so these must be correct before messing with carbs. In this case, the plugs looked nearly perfect and the rebuilt engine was approaching 200 miles, decided it was time to re-torque the head and check the valves before touching the carbs. A Great Reminder! Follows a saying I once heard that most tend to focus on the carbs first when trouble arises when they should indeed be the last. Same car had an antifreeze drip from the new water pump weep hole – I hate when that happens! Parts just aren't what they used to be.

(All combined articles photos are on pages 8-10)

Spring Tune-Up 2022—Article #3

By Tom Berry

Saturday, April 9th, I finally got my MGA out for the first serious drive of the year to let its parts become reacquainted. I headed for Scott's Auto Express on 40 Highway and the KCMGCC Spring Tune-Up. Scott St.Clair and his guys were gracious hosts with a coffee and donut bar set up in the office provided by Denny Hale and the shop and tools all available to us. I got there about 10:00 and found things were well under way. There were several cars up on various to lifts being serviced and/or different concerns being discussed. Members were sharing information and helping each other with servicing, tuning, and light repair work.

I had not planned on putting my MGA Coupe on a lift for any particular reason as I have my arm in a sling recovering from shoulder surgery. However, when Geoff Rollert finished with his Triumph GT6 and a lift opened up, Bruce Miller and Denny Hale jumped in to help me service and check my car. I may wear the sling more often as they took over and did it all. Kind of fun watching two guys who knew what they were doing service my car. I didn't even get my hands dirty. **THANKS GUYS.**

In the middle of it all, Geoff Rollert and Larry Taylor made an emergency service call to tow Phil Nicholson and his broken Miata into Scott's Auto.

Grayson Hendrick was there with his parrot, Bob. Bob was very friendly and was a big hit.

All in all, it was a great day spending quality time with other club members, something I seldom have the opportunity to do.

(All combined articles photos are on pages 8-10)

Spring Tune-Up 2022 combined articles photos

(cont. from page 7)



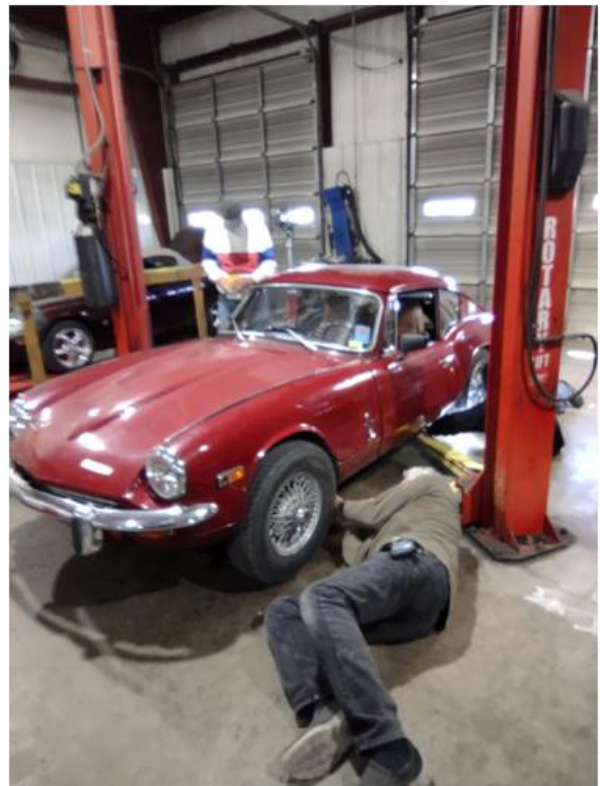
Scott's Auto Team: *Left: Roger, Center: Tony, Right: Scott St. Clair, Owner*



(cont. on page 9)

Spring Tune-Up 2022 combined articles photos

(cont. from page 8)



(cont. on page 10)

Spring Tune-Up 2022 combined articles photos

(cont. from page 9)



CRUMB Tuesday Breakfast

By Larry Taylor

On April 19th, 14 Triumph and MG Club members met at Caleb's Breakfast & Lunch Restaurant at Red Bridge and Holmes Rd., KCMO for the monthly Club Retired Unemployed Members Breakfast, or CRUMB. The service, food, and camaraderie were excellent! Thank you, Rick and Monica Mills, for making the arrangements.

The next CRUMB will be Tuesday, May 17th at 9:00 a.m. at Roxanne's Café at 6420 NW Crooked Rd. (45 Highway & Crooked Rd), Parkville, MO 64152. <http://roxannescfe.com/>. As a reminder, all members are invited to attend, even if they are not retired or unemployed. Future meetings will be on the third Tuesday of each month at 9:00 a.m. at various locations around the city based on member recommendations. Please make sure to RSVP to the Evites as they come out for head counts. Please contact Larry Taylor with any suggestions.



Spring Blossom Drive

(cont. from page 4)



This Month in Automotive History

By Gerry Cahill

May 4, 1904 – Royce meets Rolls

Henry Royce was born poor and was working by age 9. Charles Rolls was born to an affluent family and had a formal education at Trinity College in Cambridge. The two made unlikely business partners, but they had two things in common by the time they met: a background in engineering and a desire to build the world's greatest car.

May 5, 1914 – Cannonball Baker Starts His First Cross-Country Run

Erwin "Cannonball" Baker, the winner of the first race ever at the Indianapolis Motor Speedway (a motorcycle race in which he rode an Indian), took off from San Diego on this day in 1914 in his first of many runs across America. He reached his destination, New York City, riding an Indian Motorcycle in just 11 days, smashing the old record by 9 days. After the incredibly quick run, a journalist stated that Baker was faster than the Cannonball express train. The name stuck. To this day, cross-country races, usually unsanctioned and outlawed, are known as cannonball runs all across the world. In the 1970s, Car and Driver sponsored five Cannonball Runs, none were official races, yet they each gathered quite a crowd and allowed for numerous records to be set. They were conducted in protest of the 55 MPH highway laws that had gone into effect.

May 10, 2012 – Carroll Shelby Dies

The automotive world lost a giant on this day in 2012 when Carroll Hall Shelby passed away at the age of 89 in Dallas, Texas. Shelby is best known for his role in the creation of the Shelby AC Cobra and the Shelby Mustangs of the 1960s, but his career spanned decades of racing, engineering and production feats.

Shelby's early racing career got underway thanks to a couple of very trusting friends who lent their cars to him for days at the track. This included an MG TC and a Cad-Allards, which he entered into various amateur races. By the late 1950s, his success earned him invitations to race for the factory teams of Aston Martin and Maserati. To scratch the surface of his accomplishments in the driver's seat, one can point to Shelby setting 16 international speed records at Bonneville Speed Flats in a modified Austin Healey, his Mount Washington Hillclimb record, and being named Sports Illustrated's driver of the year in 1956 & 1957

May 20, 1899 – The first US Speeding Ticket is Issued

On this day in 1899, New York City taxicab driver Jacob German left his mark on history by becoming the first person in the United States to be cited for speeding while driving an automobile. German drove a cab for Electric Vehicle Company, which leased its cars to be used as taxis in the bustling city. The car that German was driving was known as an Electrobat, which was a fully electric vehicle invented in 1894.

At the time, New York had speed limits for horses and cars of 8 miles per hour when traveling in a straight line and 4 miles per hour when going around a corner. German was traveling an astonishing 12 miles per hour. It was so fast that the bicycle officer who pulled German over actually arrested and imprisoned him!

It is unclear if German was given a written citation or not. The first known paper citation in the US was given to Harry Myers in Dayton, Ohio in 1904.

(cont. on page 11)

This Month in Automotive History

(cont. from page 10)

May 26, 1927 – The 15 Millionth Ford Model T

Henry Ford and his son Edsel drove the 15 millionth Model T out of Ford's Highland Park, Michigan, factory on this day in 1927, marking the last day of production for the car that changed how the world moved. The Model T, or "Tin Lizzie" as it was affectionately known, had first been introduced in October 1908. This vehicle opened the American masses and people around the world to the opportunity to purchase an affordable, efficient and reliable vehicle. While initially sold for approximately \$850, equivalent to about \$20,000 today, the price would drop as production numbers improved. By 1925, the price was less than \$300 (~ \$6,000 today), making them attainable for just about anyone.

May 28, 1937 – VW is Founded

Volkswagen was founded by the German Labor Front under Nazi rule on this day in 1937 at the command of Adolf Hitler. In an effort to mobilize his countrymen, Hitler aimed to produce an extremely affordable, highly reliable automobile; Volkswagen translates to "people's car." The result would ultimately be the Volkswagen Type 1, often referred to as the Bug or Beetle.

Austrian automotive engineer Ferdinand Porsche was hired to head the endeavor in 1934 after he showed a keen interest in small cars with air-cooled engines, which is what Hitler desired. Prototypes began to appear in 1938 and a small handful of production vehicles were manufactured before WWII broke out the next year. The Volkswagen Type 1 would begin mass production following the end of the war, with its factories being an integral building block in post war Germany.

May 30, 1911 – The First Indianapolis 500

With more than 80,000 fans looking on from the grandstands of Indianapolis Motor Speedway and a \$25,000 prize purse up for grabs, the inaugural Indianapolis 500 got underway on this day in 1911. Some figures state as many as 100,000 actually watched trackside as 40 drivers zipped around the Brickyard. Finally, after six hours, 42 minutes and 8 seconds, the checkered flag flew. Ray Harroun, driving his Marmon Model 32-based Wasp, took the victory.



Midget Mumblings

By Steve Olson

I am sure all of us have noticed the price of gasoline has increased. And unless you own stock in an oil company, that is not a good thing. Not only is driving how we commute and run errands, we drive our British cars as a form of entertainment. We could cut back and just drive less, but we will not be joyous about that, to say the least.

Luckily our old British sports cars are not gas guzzlers, unless we have made major modifications like swapping in a big V8. MGs made during the 60's and 70's were rated to get around 30 MPH on the highway and my Midget usually gets low 30's when I drive modern speed limits. With effort, I can stretch that the around 40. My modern cars burn more fuel than that.

So how can we get an expensive gallon of gas to take us further down the road? Well, the first thing to think about doing is one that is **free**. Simply adding air to the tires reduces rolling resistance. Your owner's manual lists recommended tire pressures. Frequently, the rears take more air than the fronts, which seems odd because there is less weight on them. But that is for handling. If you go into a turn with too much enthusiasm, you want the back end to break loose first. It is usually better to spin out than to just plow straight ahead into some solid object. So I do look up pressures that the manufacturer recommended. Of course, our cars now have radial tires and perhaps a size or two larger than original, so we may need to make allowances. I generally air my tires to maybe 5 pounds more than recommended for best highway mileage. Of course, never go above the tire maker's maximum that is listed on the sidewall of the tire. The extra tire pressure alone gets me a couple more miles per gallon.

Another free idea is not hauling extra stuff. A few pliers and screw drivers in the boot are mostly harmless, but not a big floor jack and a hundred pounds of sockets. Hauling stuff on the luggage rack and even the rack itself adds aerodynamic drag. My rack stays empty and it isn't easily removed, but I know it is costing me a little bit. A suitcase tied on it would look cute but would cost me a couple MPG at least.

And speaking of aerodynamic drag, having the top down or even the windows open, costs big time. But on a hot day with no available A/C, that is a price we must pay. Running the A/C if you have one is costly as well. Driving that compressor takes power which means getting a few less miles per gallon.

The biggest factor in MPG is the nut behind the wheel. If we drove 55 instead of 75, we would save significant amounts of fuel. Gentle acceleration saves bunches. Once I get up to speed, I do my best to keep a steady pace like a cruise control does. On big hills, I do allow the car to slow a bit toward the top and roll a bit faster near the bottom. Anytime we step on the brakes, we are converting some of the momentum we spent on fuel to achieve into wasted heat. So I try to anticipate when the light ahead is going to turn red and start coasting before I get there.

The grade of fuel we buy may make a difference in mileage, but it definitely will make a difference in the price we pay per gallon. Engine builders today generally say 87 octane is good for compression ratios as high as 9.75:1. Our MG's stock engines were well below this maximum. Our cars probably can't tell the difference between 87 and super premium. And even if there is a small difference, is that worth the big difference in price? My car has done well over 200,000 miles on 87 octane. I have increased its compression to near 10:1, so it should perform slightly better and get slightly better mileage if I gave it premium and advanced the timing a couple degrees more. I won't pay 15% more to get 1% better mileage. If you are buying premium, you might at least try mid-grade and see if that makes a difference.

Years ago, our clubs had economy runs to see who could use the least fuel. Results were striking with MGs and TRs often getting well over 40 MPG, even in city driving. But the extreme measures some of us took to do that took a lot of the fun out of driving. The trick is finding the sweet spot somewhere between maximum fun and minimum fuel consumption.

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- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT.
- VISIT COOL MUSEUMS, THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"

The Flying W Wrangler Ranch



June 6-10, 2022
Colorado Springs, Colorado



*FAMOUS FOR ITS SOPHISTICATION AND GENTEEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.



**New Date
New Venue**

2022 Heartland All British Car Show

**JUNE 11, 2022
9AM - 2:30PM**

**THE CROWN
SQUARE @ CENTER**

**New for 2022:
The Jaguar JCNA Concours D'Elegance
www.heartlandallbritish.com**





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THE NEXT GENERATION

WWW.MG2022.ORG



LIFT LOCK TOURS

LOCAL RALLY

SELF-DIRECTED DRIVES

PARKING LOT PARTY

SPECIAL GUEST

SPEAKER

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



(cont. on page 12)

***** MG2022 Update – March 2022 ***** *(cont. from page 18)*

The organizing committee of MG2022 is pleased at the overwhelming response we have received thus far. As of now, we have roughly 200 participants registered. Our discounted rooms at the Holiday Inn have all sold out and we are down to less than 5 at the Best Western. We have provided a list of other accommodations on the online MG2022 registration form. If you haven't already registered, we encourage you to do so as soon as possible, some of our activities are capacity limited on a first come, first served basis and they have started to sell out. This includes our awards banquet. The main banquet room is now fully sold out, however we have just secured access to another room offering an additional 35 seats. We hope to be able to hook up a live video feed to this room, so you don't miss any of the action, including our special guest speaker, former MG employee Dr. Ian Pogson. If you want to ensure access to the activities of your choice, don't keep waiting and miss out! Register now at www.MG2022.org.

Since our last update was released, we have launched our online regalia and commemorative MGB60 beer sales. Those can be found by visiting the MG2022 website. We are very excited to feature the ability to have an MG of your choice, in the colour of your choice, stitched onto your MG2022 shirts. There is a wide array of MGs to choose from and the colour possibilities are endless. Perfect for those unique 1970s MGB colours like Limeflower or Aconite. Our MGB60 commemorative beer cans are also sure to be a hit. We have partnered with Henderson Brewing Co in Toronto to come up with a very limited edition 8 pack of MGB themed tall cans. Each can represent an iconic MGB variant and inside you will find Henderson's easy drinking Food Truck Lagered Blonde, perfect for those June temps in Southern Ontario.

Our activities calendar is jammed full of events that should satisfy MG enthusiasts of all ages and backgrounds. Whilst there are several activities that are ticketed and require an additional fee, your MG2022 registration allows you access to many non-ticketed activities such as the Meet & Greet, Tech Sessions, Rallye & Funkhana, Hagerty Driving Experience, Parking Lot Party, Car Show and more. Our ticketed activities include bus trips to local sites of interest such as Petroglyphs Provincial Park and Bobcaygeon, Lift Lock Cruises, Scottish Afternoon Teas and an off-site Barbecue dinner at Lang Pioneer Village. We really do hope that there will be something for everyone who attends MG2022.

Finally, it has now been a few years of planning and organizing, but to see everything coming to fruition makes the effort all worthwhile. We are still dealing with some restrictions from COVID, but it looks like things are indeed opening back up. For our American friends, please make sure your passports are up to date and review the latest Government of Canada Travel Guidelines at (<http://travel.gc.ca/travel-covid>). Please check these requirements often as they are constantly changing.

Registration for MG2022 closes May 31st and you will not want to miss out, so do not delay, register today!

Safety Fast!

Jeremy Holdsworth
MG2022 Vice Chair

LOANER LIBRARY

By Rick Mills

Our club had a number of books donated to us and they are available to check out for you to read/refresh your knowledge. We will keep track when they are checked out and returned for the next person to borrow. Also, if you have some useful books you are no longer using or need and would like to donate them so others can use them, please bring them to the next Social and we will put them in the "Library". Please email me (rickmonica@kc.rr.com) and let me know which book you would like to borrow and I will bring it to the next Social or pick them up at my house.

1. MGA Restoration Guide, Malcom Green, 1985
2. MGA Workshop Manual, MG Car Company Ltd., 1958 (two books—one hardbound/one paperback)
3. BMC and Leyland B-series Engine Data, Lindsay Porter, 1985
4. MGA, A History & Restoration Guide, Robert P. Vitrikas, 1980
5. MGA Owner's Information & Technical Guide, Todd A. Clark,
6. Auto Restoration, from Junker to Jewel, Burt Mills, 1980
7. MGA, 1500, 1600, Twin Cam, Osprey AutoHistory, F. Wilson McComb, 1983
8. MG, The Book of the Car, Anders Ditlev Clausager, 1982
9. M.G., Great Marques Picture Book, Chris Harvey, 1985
10. Tune Up Your...MGA • MG-TD • MG-TF Sports Car, S. Russell Howe, 1962
11. MGA & MGB Shop Manual, 1956-1979, Clymer Publications, 1980
12. Guide to Purchase & D.I.Y. Restoration of the MGB (w/MGC & MGB V8), Lindsay Porter, 1985



2022 CLUB CALENDAR OF UPCOMING EVENTS

May 2022

10th, Social, Pegah's Lenexa
 17th, Crumb Tuesday Breakfast, Roxanne's
 22nd, All British Picnic, Triumph Club/Joint


June 2022

14th, Social, Pegah's Lenexa
 21st, Crumb Tuesday Breakfast, Location TBD
 22nd, Kactus Creek Croquet, Larry Taylor

July 2022

5th, Officers Meeting
 12th, Social, Pegah's Lenexa
 16th, Boulevard Drive-In Night, Rollerts
 19th, Crumb Tuesday Breakfast, Location TBD

The Club uses Evite to notify members of upcoming events and to provide the host with the feedback to properly plan the event based on the number of people attending. You can set up an Evite account by going to <https://www.evite.com/register?next> entering your email address, a password, and your name, gender, and ZIP code. You can then check the status of the events you have been invited to or change your RSVP at any time by logging in to your account. Phone apps are also available from your app store.



**** KCMGCC 2022 Monthly Social ****

We will be having our Socials again at Pegah's Family Restaurant.
 Private room has social-distanced tables. Please RSVP to the Evite.

Please join us Tuesday, May 10th for this month's event:
 12122 W. 87th St. Pkwy., Lenexa, KS 66215
 Meeting starts at 7:00 P.M.; come early and enjoy some great food.

KCMGCC 2022 Calendar	Not KCMGCC Events				Joint MG/TR Events				
April 30, 2022									2023
<u>EVENT</u>	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
Barn Party					1				
British Invasion, Stowe VT					9-11				
Brits in Ozarks, Fayetteville AR					24				
Chili Cook-Off					TBD				
Christmas Party, Elect Officers								3	
Croquet at Kactus Creek		22							
Crumb Tuesday Breakfast	17	21	19	16	20	18	15	20	17
Dancing w/Cars Auto Museum						TBD			
Drive-In Night, Blvd Drive-In			16						
Drive Your British Car Week	22-28								
FAT Run						22-23			
Fun with Jim & Elaine Hager				TBD					
Garnett Track Day Picnic						8			
Great Car Show, WM Memorial			17						
Guy Fawkes Bonfire							5		
Heartland KC All British		11							
MG Int'l, Peterborough, Ontario		14-17							
NAMGAR, Colorado Springs		6-11							
MOWOG, Calendar Planning									11
Officers Meetings			5			4			3
Scavenger Hunt, Photo					10				
Scavenger Hunt, Auto Musuem	TBD								
Socials, 2nd Tues	10	14	12	9	13	11	8	None	10
St Louis All Brit					17				
TR, All Brit Picnic	22								
TR, Fall Foliage Tour						29			
TR, VTR Nat'l, Galena, IL			29--1						
TR, West Bottoms Antiques						TBD			



MEMBERSHIP STATUS

Welcome new member:

Ron & Rosemary Kilgore who live in Kansas City, MO and own a '69 MGB/GT.

We have 113 members.

Club Member advertisements

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 or email rcamblin@att.net



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Gary Gumminger
 12804 Locust St
 Kansas City, MO 64145
 816-210-8970
 gummball1@gmail.com

816-210-8970

Local Used MGB Parts

Now that Victoria British has left KC, it's less convenient to get MGB parts. I have collected a lot of used parts over the years and am making them available for very reasonable prices. If a used part for your 68-80 MGB will do, give me a call or drop me an email. This is not my profession, just trying to keep them on the road. Maybe you can save on price, shipping, tax and time. I'm a club member and live in KC North.



Dave Dobbins
 816 510 2920
 Satyr62@yahoo.com

CLASSIC-FIEDS

For Sale: 1977 MGB. This vehicle is in good condition overall and completely operable. The exterior paint and trim are presentable. Recently installed a new fuel pump and carburetor. We have owned it since 2007. Always garaged. 42,100 original miles. Less than 1,000 miles on new tires. Asking \$15,000. If you have any other questions, call or text me, Moe Pelletier, 913-727-2304, moe.peletier.sr@gmail.com. (01/22)



For Sale or Trade for MGA Owners: I have several new bronze and steel freeze plugs and I need side curtains for my 1961 MGA 1600. Please call Gary Plowman, 816-796-3199, or email: plowphoto@aol.com for more information. (11/21)



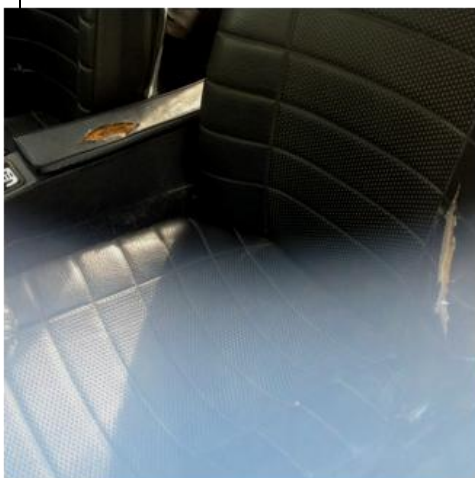
"This tool gives the classic car owner the freedom to go to virtually any tyre centre/garage and accurately have your wheels balanced. The set has the the three most commonly used spindle sizes on dynamic balancing: 36mm, 38mm, and 40mm. It has cup sizes to fit 42mm and 52mm centre lock wheels."

The club provides the ad space and I'll donate 50% of the rental proceeds back to the club. \$20

CLASSIC-FIEDS

(cont. from page 24)

For Sale: 1976 MGB. White with black top/interior, 124,252mi. Original owner; always garaged. Driven daily until 2013. Parked due to structural rust concerns in floors and rocker. Original paint; well maintained with receipts and manual. Weber DGV. Newer tires, top, and dash in very good condition. Not running. Need major rust work, seat covers, carpeting, misc. Great car for restoration project or parts car. KCMGCC member; downsizing forces sale. \$1,000.00 OBO. Contact Nancy Wilson, 913-909-0518(C) or wilsonrny@yahoo.com. (03/22)



CLASSIC-FIEDS

(cont. from page 25)

For Sale: A complete set of H4 SU's that I had been running on my MGA Coupe. Over the winter, I built another set so I could polish the manifold, float bowls, and suction chambers. This setup was performing fine on my coupe when I took them off. Call Tom Berry, 816-835-8262; interested parties can phone or text me to discuss pricing. Asking \$600. (3/22)



For Club Members to Borrow: I have built this engine stand to run engines on and is available to any club member who will return it in as good a shape as it was when they borrowed it. Photo is with an MG engine on it. Call me at 816-835-8262. Tom Berry. (1/21)



For Sale: An early MGB complete rear end. 11/43 gears. Ideal for converting an MGA to a higher 3.9 gear rear end. Asking \$300. Call Tom Berry, 816-835-8262 or email: tberry2@gmail.com. (3/21)





North American MGB Register

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Robert Rushing

Editor—MGB DRIVER Magazine
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**** ARTICLES NEEDED ****

We need articles for the newsletter!
Please submit anything you would like to share with members to
rickmonica@kc.rr.com.

Cost to place an ad in the "Classic-fied" section with/without pictures is free to KCMGCC members and \$5 for non-members. Ads will run for a period of 4 months and can be canceled at any time by the submitter. Ads should be submitted to:

rickmonica@kc.rr.com

or

membership@kcmgcc.com

Costs to Business Advertise

Ads run for one year (June-through following May). Cost is:

Ad Size	Cost for KCMGCC Members	Cost for Non KCMGCC Members
Business-card Size Ads	Free	\$18
1/4 page Ads	Free	\$25
1/2 page Ads	\$25	\$50
Link to Business from KCMGCC Web Site	Free	\$5

Ads must include artwork, and whether they want a link to their business with their website address. and be sent to membership@KCMGCC.com



Regalia

(cont. on page 31)

Please Note: Prices do not include shipping & handling for mailing to out-of-town members. You can pick up Regalia at any local event or when you are in town.



Still Dripping T-Shirts

This is the awesome "still dripping" design that we all love on a grey pocketed t-shirt, currently only available in medium for **\$9.00 each**.



Windshield Sticker

Our nifty Club will provide all members with an equally nifty windshield sticker for one of your cars. This sticker is placed on the inside of the windshield to proudly display your club affiliation wherever you go! If you need more of these windshield stickers in your life than the one that is provided, it will be **\$1.00 each**.



Grille Badge

I don't know if there is a better way to show off your club affiliation than with these grille badges, plus the wives will love the bling it adds to the car! These grille badges are 3.5" in diameter and feature a 2 stud horizontal mounting system (with the studs and nuts included). We had them made in bulk to keep the price down and are passing the savings along to the members, so you can get one for just **\$30**.



Coozie (new lower price)

Who doesn't love a cold drink? Well, the only way to make one better is to wrap it in this black coozie embellished with our great club's logo custom made to order for only **\$5**.



Lapel Pins

This pin gives a distinguished look to anything you choose to stick it to, while displaying your club affiliation eminently for **\$1 ea.**

Oil Change Windshield Sticker: \$1

These are a great looking and a functional way to keep track of your oil changes.



Name Badges: This is free to all club members! You have the option to have a picture of your car on this badge or not, that is completely up to you. The only catch is you have to provide a picture if that is what you want.

For any comments or requests please contact either Chris or Peyton, your friendly neighborhood regalia officers.

-Chris (816)835-8559 schwamotorsports@icloud.com or -Peyton (660)281-8020 schwamotorsports@icloud.com



Regalia

(cont. from page 30)

Please Note: Prices do not include shipping & handling for mailing to out-of-town members. You can pick up Regalia at any local event or when you are in town.



Small

Wall Art: \$20/Small; \$50/Large

I hate it when I feel my walls are too bare. If you ever feel that way, you are in luck! Because these pieces fix that issue quick! You can get these customized with different colors or just as the bare metal.



Large



Bottle Cap Magnets

\$3 ea or buy 4 get 1 free (woohoo!)
These are the best ways to jazz up your fridge! You can get these customized with different colors.

Bottle Cap Necklaces: \$10

This makes a great gift. It combines a few things that you both love altogether into one unique gift. You can get these customized with different colors.



KCMGCC Club T-Shirts: \$15

What better way to display love and support for your club? You can get these customized and choose from different shirt or vinyl colors.



Ornaments: \$7 - \$10

Are you stuck on an idea to surprise your wife for Christmas? Well, this is guaranteed to do the trick. You can get these customized with different colors or just as the bare metal.

Keychain: \$7 - \$10

This keychain upgrade will make your car drive faster. You can get these customized with different colors or just as the bare metal.



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Name: _____ Spouse/Significant Other: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Cars (Year, Make, Model): _____

We must have an email address as we do an electronic newsletter and send out electronic invitations.

Email Address: _____ Phone or Cell Phone: _____

2nd Email Address: _____ Phone or Cell Phone: _____

Please list any other British clubs or registries you are a member of: _____

Are you a member of NAMGBR? _____ Are you a member of NAMGAR? _____

Do you want your telephone number and email address listed on the club roster? Yes ___ No ___

Mail completed application and dues/checks made out to KCMGCC and mail to:

KCMGCC
% Nancy Dannhauser
1454 Brompton Lane
Raymore, MO 64083-3505



All dues are due in June. Dues for **new members only** are pro-rated throughout the year as follows:
June \$18, July \$16.50, August \$15, September \$13.50, October \$12, November \$10.50,
December \$9, January \$7.50, February \$6, March \$4.50, April \$3.