



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 42 Issue: 4

APRIL 2023

IN THIS ISSUE:

TALE OF 2 MGB/GTS—PT 2	3
CRUMB BREAKFAST	8
MIDGET MUMBLINGS	9
CECIL KIMBER DAY	10
LOANER LIBRARY	17
2023 CLUB CALENDAR	18
CLASSIC-FIELDS	20
REGALIA	25
AND SO MUCH MORE!	

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THE MG ENGINE DOCTOR

By Mike McMullen

After attending the Member Garage Tour (MGT) at Tom Berry's place on February 28th, (fabulous!), he was kind enough to do a deep dive on my MGB -GT engine one afternoon a month later at his garage/MG surgical ward. It's hard to know if Tom's knowledge about MGs or his patient teaching style is more remarkable, but I benefited immensely from both. I've been tinkering on Brit sports cars for eons, but still learned a lot from Tom. And his beautiful MGA is one of the finest you will ever see.

The MG on his operating table, a 1967 Mineral Blue MGB-GT ("Little Blue") was exceedingly well maintained by its prior owner, Mac Magarah, who was very active in the Northwest MG Club for years, and possibly the original owner, before he passed. The car then sat for ten years before it was sold to a special interest Brit sports car dealer in L A, Kurt Tanner, where I bought it. (Incidentally, although especially with an old British car, what you buy is of course, "as is", Tanner offers a fair deal considering that these cars, in good condition, are increasingly hard to come by.) Magarah's philosophy was not to restore but to maintain everything OEM as much as possible. Consequently, this car, including paint, is all original - a real Time Machine.

Talking to Tom reveals a deep understanding and much experience with MG and other engines – including, at one point, marine race engines. The saying, "He will forget more than I will ever know" comes to mind after spending only a few minutes talking to Tom.

Tom meticulously went through the ignition system, valve clearances and carburetion, and did a compression test - which revealed Magarah had increased the compression. A few valves were loose, which Tom corrected, but points, timing and carbs were all good - the latter revealed by a light chocolate brown on the plugs showing correct mixture.

Tom recommends adding an electronic ignition module instead of points and an alternator for dependability, and an aluminum radiator. Tom said that if you have an electronic ignition, you should always run resistor wires and resistor spark plugs.

For parts, he says call Cecelia at Scarborough Fair, 401 724 4200, and he recommends Jason Orcutt in St. Joe for paintwork.

Many thanks, Tom, for your time and expertise! Little Blue is purring thanks to you.

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.

PLEASE HOST A MEMBER GARAGE TOUR (MGT)

Anyone in the club can host an MGT. If you would like to show your garage or a car(s); need advice for a project or restoration; have a technical issue you would like to discuss; an improvement you would like to share; provide a forum for group discussion or just want to socialize, please sign up to host a MGT. All a host has to do is furnish the garage space and perhaps some coffee and doughnuts. MGT's generally are on a Saturday about 10:00 AM and may be followed by an optional lunch at a nearby restaurant afterward.

Please contact Larry Taylor at larry@taylorgroupcpa.com to sign up.

KCMGCC Ladies Luncheon

By Susan Pittell

Our first Ladies Luncheon on March 29th was a success. We had eight hungry ladies show up at the Chinese Buffet in Grandview. Everyone enjoyed the food and friendship, most heading to the buffet twice!

Please join us for our next Ladies Only Luncheon on Wednesday, April 26th at 12:00 noon at Jack Stack BBQ, 101 W 22nd St., KCMO 64108. Please respond to the Evite so we know how many are coming for seating.

Ladies, we will determine future lunch sites as we go. Location suggestions are welcomed.



A TALE OF TWO MGB/GTs — Part Two

By Mike McMullen

Trek 1: LITTLE BLUE, Los Angeles to Carmel, February 2022 on CA Hwy One

Little Blue (L B) originally roamed the Seattle area for nearly 50 years, first owned by Ralph Brooke and his wife, Jean, and after Ralph passed, by Jean and Mac McGarah. Ralph was famous for his meticulous MG work, more so because he was blind! – and the MG Car Club Northwest Center bestows the “Ralph Brooke Award” to deserving enthusiasts in his honor. Both Ralph and Mac were sticklers for originality, not concourse finery. L B was thus extremely well maintained OEM, not restored. The result is a Time Machine that presents today much like she did at the dealer in the Spring of 1967. Thank you, Ralph and Mac, for allowing me to be the next steward of this venerable icon!

After Mac passed, L B sat for many years; then Jean sold her to special interest dealer, Kurt Tanner in L A (kurttannermotorcars.com), who sold to me last February. Tanner, who deals almost exclusively in vintage British vehicles, is a treasure. Fair and knowledgeable, he finds vehicles in very good condition and gives them life with a new owner, but always, of course, as is! There aren't many places like that around anymore, as cars in running condition become more scarce.

Little Blue from our first meeting was a treat: quick start and perfect early MGB exhaust rumble; all the smells of a 1960's English sports car cockpit; original wood steering wheel (offered on the “GT Special” in '67); tight suspension and steering; and a sunroof (sorry purists, but the dealer-installed Britax and Webasto sunroofs are a very nice feature for summertime coupe driving). Paint (original!), wire wheels, and all-around remarkable condition for a 55 yr old relic. Even the gauges and electrics worked (mostly). Clearly the prior owners made this machine their priority. Never mind the water pump leak, an easy fix; and I greatly missed, from memories of long past MG cross-country trips, but had plans to install an overdrive gearbox. Meanwhile, L B had a few more surprises in store.



(cont. on page 4)

A TALE OF TWO MGB/GTs — Part Two

(cont. from page 3)

THE ADVENTURE BEGINS

I begin by reminding all MG enthusiasts how our precious vehicles, unlike the mundane transport others may use, delight all the senses! But the range of delights may be a surprise, and sometimes many at once.

Driving or rather creeping from Tanner's to my daughter's place through downtown L A traffic, rush-hour at 90°, I smelled a very pungent, "new old odor", that woke up a memory from 18-year-old me, when I last smelled it with my first MG: my left front brake was on fire! A unique but evidently never-forgotten smell by the MG Driver Brain. Unmistakable, after 46 years! Clearly that big percentage of your noggin they say you never use has been cataloging ancient odors, probably right next to the "flight or fight" thing. The fire self-extinguished, but new aromas wafted through the cockpit: is that an electrical fire? And if so, from brown (very bad), white (still bad) or green (not so bad) wires? Luckily it also subsided. Then the unmistakable bouquet of ethylene glycol – a coolant leak! A BIG coolant leak. Mixed with the delightful fragrance of burning oil -probably somehow from the leaky valve cover gasket onto the exhaust manifold. And now a new, uncanny whiff – the perfume of fugitive hypoid announcing a gearbox leak – no big deal (too thick to all leak out). Who knew one could separate and diagnose multiple simultaneous MG malodors! And that the car would continue quite happily despite an increasingly smelly journey? I was smack dab back in MG Adventureland! Yes, I did purchase a fire extinguisher.

A few days and several minor repairs later, I left L A by Friday noon, Carmel-bound, where a good friend in a much more refined league than yours, truly, offered to store L B in his private storehouse of Porsches and Ferraris, "If you can limp that jalopy all the way here!" I planned to leave L B there for a few months before resuming the journey back home to Kansas City. He planned to push the car from storage into the ocean, if I didn't!

I could go 50 miles at first before adding coolant, then 35, and then... about 20. Mr. water pump leak was becoming a problem. The tyres, per date code were, er, 22 years old. And the fuel pump required an increasingly frequent whack with the old Thor hammer.

The first almost 200 miles were cake, until one of those old tyres decided to expire – but surf side with a gorgeous view of the sunset! – who could complain? And a Motel 6 close by, right next to a tyre shop that opened early the next morning. Providence!

(cont. on page 5)

A TALE OF TWO MGB/GTs — Part Two

(cont. from page 4)

Saturday morning and the tyre replaced by 9:00 AM, a continued fabulous journey on Hwy One overlooking the ocean – one of the most beautiful drives on the planet – beckoned. And only 145 more miles! What could go wrong?! I knew Hwy 101 would be the smart move from San Luis Obispo, a 4-lane, inland and boring, but much safer, route for a breakdown, and unlike PCH, with a steady cell signal to call for help. Of course, I took Hwy One.

L B climbed the coastal mountains effortlessly (I later discovered that Ralph or Mac had increased her compression), and burned no oil. Marvelous! The weather was perfect (sunroof cranked back) and the view magnificent – *except, that is, for the view of the temp gauge*, which climbed rapidly as well on the uphill grades. Up to 215, then back down to 160 on the downhill side. 160 – 215; 215 – 160; then 160 – 220; 220 – 170; 170 – 225: time to pull over. Fortunately, I had about 4 gallons of 50/50 coolant in the passenger footwell. I would need almost all of them.

Morro Bay

If you've never been there, Google it; the beach at Morro Bay is pure magic. Watch the surfers, hear the waves, smell the fresh salt air, soak in the sun. And now I had at least one good tyre! Could one feel more alive? I hated to leave this place.



Little Blue started right up, I left the beach, made it 25 yards, and... the fuel pump expired. Totally! Thus began a new MG adventure that only proved for the thousandth time that there is no better way to make friends than a temporarily stranded old MG. Completely harmless, a bit hapless, and people wonder what it is. They stop to help. It matters also, of course, that you weren't in a hurry to begin with, and there are probably more Good Samaritans about on a Saturday afternoon. Humility, it seems, breeds good fortune.

(cont. on page 6)

A TALE OF TWO MGB/GTs — Part Two

(cont. from page 5)

NO, there are no SU fuel pumps available at any parts store in Morro Bay. However, there are MANY friendly people happy to take you to the parts store and back, several times, in fact. And if you take your time, you can make a generic pump from AutoZone work pretty darn good (no, it doesn't "tick-tick-tick"; more like a Beijing hum). Meanwhile, about 20 more new friends asked if I was okay, if the car had a wind-up motor, and what was the "MG" on the back? The truth is that anyone under 40 really has no clue about these cars anymore.



A couple in a Tesla, of course, pulled up: Jill and Roberto. She, a very successful SF Bay Area executive with a VERY nice beach house down the road, and he, her new boyfriend. They showed real concern, as any Tesla driver would for a gas engine relic virtually unchanged from almost 100 years ago, or anyone who would drive such an outdated apparatus. They insisted that I drop by their house for cocktail hour. Nicer people you could never meet, as you will see.

Cocktail hour came and went with me still under L B, installing the non-MG fuel pump for the MG. Jill and Roberto returned, more concerned, but an hour later L B was mobile again. By then, nothing could be better than a cold beer, and I knocked on their door.

By this time, they were making an amazing brisket and garden salad dinner, with fine wine, and an absolutely breathtaking view of the ocean crashing on the beach not 50 yards away from their kitchen. They insisted I stay for dinner (yes, they insisted a lot), and we became fast friends. Having over-served me with wine, they next insisted I take the guest room and resume my trek the next morning – whereupon I realized they were either serial killers or Mother Teresa Award winners – and the latter they were indeed in my hour(s) of need. I departed early Sunday morning, water jugs refilled and new fuel pump humming.

(cont. on page 7)

A TALE OF TWO MGB/GTs — Part Two

(cont. from page 6)

First stop: Cambria, near Hearst Castle

The rest of the journey was pure MG bliss, despite frequent stops to refill the radiator – near Big Sur the road becomes very winding, with fog-shrouded mountains and the gleaming Pacific below a surreal and beautiful painting.



To celebrate L B's success (and refill her radiator), the Big Sur Taphouse was our last stop before arriving in Carmel. To be honest, I was sorry we were there already.



NEXT TIME: LITTLE BLUE VS. THE MOJAVE DESERT!

Crumb Tuesday Breakfast

By Larry Taylor

On March 21st, 23 Triumph and MG club members attended the CRUMB meeting at Rae's Café in Independence. It was a very rainy day, so no LBCs showed up.

The next meeting is at 9:00 am on Tuesday, April 18th at Roxanne's Café, 1126 Branch St., 816-858-7027, in Platte City, MO.

Please RSVP early with the number attending so we can advise the restaurant how many to expect. **If your plans change please update your RSVP or call or text me no later than 7:30AM the day of the breakfast.** Future meeting will be on the third Tuesday of each month at 9:00 AM at various locations around the city based on member recommendations. Please contact Larry Taylor with any suggestions.



Midget Mumbblings

By Steve Olson

Spark plugs, or sparking plugs as some call them, are a vital part of making our tires spin. I looked up the history and the inventor is not something all agree on. Seems the first guy didn't bother to get a patent so, decades later, Bosh did that and some consider that the invention. Spark plugs are a very simple device with no moving parts and only three main components. There is the metal base that screws into the cylinder head, the porcelain insulator that shields the center electrode and seals the combustion chamber, and the center electrode itself that gets the jolt of electricity from the spark plug wire. The Brits refer to the plug wire as the HT Lead, as in High Tension. There is also the little metal tang connected to the base creating the gap where the spark jumps. With no moving parts, this elegantly simple device would seem to be able to last forever as long as the insulator doesn't get cracked or so fouled with soot that it allows the electricity to find an easier path to ground than jumping the gap. Or the gap can get too wide for the spark to jump due to the tiny bit of metal erosion caused by the spark.

Unless we forget to turn off the choke, or have a carb set terribly rich, our plugs shouldn't get dirty. One benefit of removing the lead from gasoline is that our valves, combustion chambers, piston tops, and spark plugs stay clean much longer. And the porcelain insulators are now made so well that they almost never crack. Still, mostly out of force of habit, many of us replace our plugs fairly often. That is an easy job to do and plugs are not expensive.

Plugs, like the ones that our cars came with when they were new, are available for around \$3 each. Or there are "improved" models for \$30, or even a bit more if you want the latest and greatest. At least as far back as the 1950s, folks made plugs with two ground tangs and advertised that giving the spark an extra place to jump was better. Now I see race car drivers on TV advertising plugs with three tangs. I guess if two is better than three would be better yet? It always jumps to the closest one. Plug makers also add a resistor to the center electrode so the spark will build up and jump all at once, claiming that is better. And that does help reduce the static that bothered our AM radios back when we had those. The thing that makes plugs expensive and perhaps better these days is what the electrodes are made of. In modern cars, it is often an all day job to replace a set of plugs. Car manufacturers don't want to do that job under warranty so they need plugs that are good for 100,000 miles. And modern cars use hotter coils that make hotter sparks, so plugs need metals that can stand up to extra heat. Platinum-coated center electrodes cost a bit more. Double platinum that uses that metal coating on both the center and the tang add more cost. And now the thing is iridium, which must be even better than platinum because it costs more.

The question is whether our old British cars benefit from those pricier plugs. Being a thrifty person, I think not. The main advantage of \$30 plugs over \$3 plugs seems to be that they last longer. But I don't think they last 10 times longer. I remove the plugs from my car and reset the gap maybe after 25,000 or so miles and they still look new. If not, then I go to my local parts house, buy a new set, and get change back from a twenty.

I make no claim to be an expert. Maybe buying more expensive plugs would somehow make the tires spin faster. You should buy whatever plugs you like. This is a free country.

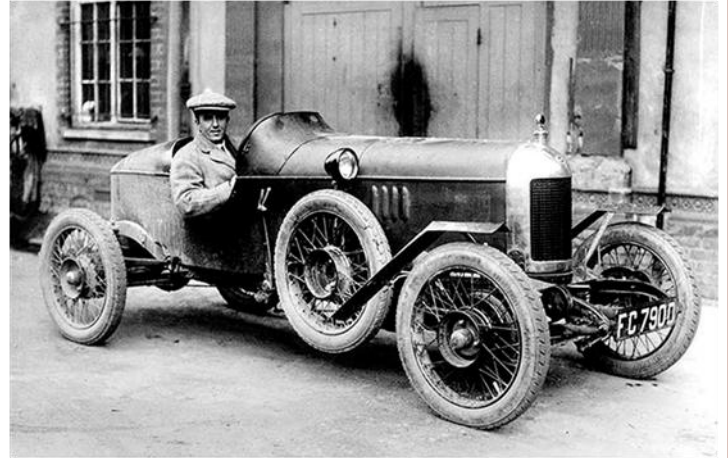


Cecil Kimber Day 2023

By Russ Sifers

Cecil Kimber was born on April 12, 1888. We celebrate his birthday because he created the first MG. We will gather this year at noon on April 12 at Barley's Kitchen & Tap at 11924 W. 119 St. (Quivira). Drive your MG for a group photograph at the Thomas S. Stoll Park (next door).

The story of our MGs begins with William Richard Morris who was born in 1877 in Worcester, England. Morris raced bicycles in his youth and later motorcycles around 1901. By 1910 Morris was selling automobiles such as Hupmobiles, Singers, Standards and Wolseleys. In 1912 he built his Morris "Bullnose" Oxford and sold them through Morris Garages. Production stopped during WWI. In 1919 Morris resumed building his cars.



Cecil Kimber also grew up with motorcycles but after a serious accident he began working at various car companies. Kimber landed a job at Morris Garages in 1921 as a sales manager and was quickly promoted to company manager. Cecil loved "sporting cars" and started making modified Morris cars that were called "Kimber Specials." In 1923 Kimber won the London to Land's End Trial (race) in one of his specials. The first MG octagon appeared in a March 2, 1923 Oxford Times advertisement. Thus, we can celebrate MG's 100th Anniversary this year.

Old Number One was completed in 1925 and given the license plate FC7900. Kimber won the Gold Medal in that year's Land's End Trial with that car. Morris Garages continued to sell four door family cars but Kimber's success with his "sporting cars" led to more interest and sales of the two-seater MGs. Next came the MG 14/40 two-seater. 700 were made from 1927 to 1929. A 14/40 won a big race in Argentina in 1928 which created even more publicity. These cars were called "Morris Garages Super Sports."



(cont. on page 11)

Cecil Kimber Day 2023

(cont. from page 10)

William Morris was envious of the small Austin 7 made by Herbert Austin. Morris beat out GM and Austin and bought the Wolseley Motor Company that made sporty small cars. Wolseley had developed a hot 847 cc engine. Morris put that into his new small Morris Minor in 1929. Kimber put a light weight sporty two-seater body on the modified Minor to create the MG Midget Type M for racing, speed records and hill climbs. The special built EX 120 was developed from the M and Captain George Eyston piloted it to many speed records.

Cecil Kimber continued to build special MG sports cars: the C, D, F, J, K3, L, N, P, Q and R. In 1936 the larger MG TA came out with a much larger 50 HP 1292 cc engine, four speed transmission and hydraulic brakes. MG made 3,000. In 1939 the TB had a new 1250 cc XPAG engine, a new dry plate clutch and a new transmission with synchromesh in 2nd, 3rd and 4th gears. WWII caused the production of the much-improved TB to stop at only 379 MGs.

In 1935, William Morris sold the MG Car Company, which had been a separate company, to Morris Motors. Cecil Kimber had been the managing director and in control of MG but that stopped. When WWII ended MG production, Kimber signed a contract to make airplanes without Morris Motors approval. This caused Kimber to resign in 1941. On February 4, 1945, Cecil Kimber died in a train wreck. He took the train because he could not get rationed gas coupons for his own supercharged MG Magnette. Cecil Kimber did not get to see the improved MG TC, TD, TF or the MGA and MGB.

Questions?

Russ Sifers
913-491-4781
Russ@VALOMILK.com



9th Annual British Car "Boot Sale"

Saturday, April 15th 9:30 - 2:00-ish

Mark Canaday's home shop

5840 NW Brickyard Rd. • Topeka, KS 66618

785-224-7228

Bring whatever you can haul, sale is indoors and outdoors.



THE TEXAS MG REGISTER PRESENTS...
THE SPRING GATHERING OF THE FAITHFUL IN CEDAR PARK, TX



MGS FROM AROUND TEXAS
APRIL 27-30 • THE BRITISH ARE COMING!

Celebrate the TMGRs 48th consecutive spring event and the 100th birthday of MGs!
See next page for schedule of events.



(cont. on next page)

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Spring 2023 Gathering of the Faithful SCHEDULE
Cedar Park, TX
Thursday, April 27 to Sunday, April 30, 2023

Thursday, April 27, 2023

- 4:00 p.m. to 6:00 p.m. Pick Up Registration Materials and Goody Bags!
- 6:15 p.m. GAME NIGHT! CARAVAN to the SPARE BIRDIE PUBLIC HOUSE
 Depart from Hyatt Place and drive to Spare Birdie Public House - 1400 Discovery Blvd. – Cedar Park, TX. Full service restaurant and bar – bowling, darts, virtual video games including golf, and more!
Caravan Leader = Russell Read in a green 1965 MGB.

Friday, April 28, 2023

- 8:30 a.m. Pick Up Registration Materials and Goody Bags!
- 10:30 a.m. RUSSELL'S WILDFLOWER DRIVE to Perissos Winery
 Depart from Hyatt Place and drive to Perissos Vineyard and Winery – 7214 Park Road 4 W, Burnet, TX 78611.
 - Wine tasting with light charcuterie board.
Caravan Leader = Russell Read in a green 1965 MGB.
- Around 4 p.m. TMGR TECH TEAM – Presentation in Hyatt Place Parking Lot
- Around 6:30 p.m. Pizza and fun in the hotel parking lot!

Saturday, April 29, 2023

- Oh-dark-thirty Spit and Polish those beautiful MGs!
- 8:30 a.m. Pick Up Registration Materials and Goody Bags!
- 10:00 a.m. Depart in Parade to Car Show
Car Show Address: Lakewood Park @ 2040 Artesian Springs Crossing – Leander, TX 78641. (It's about a 12 minute drive – FYI.)
 - Enjoy the dog park and sculpture garden while you admire those lovely TMGR cars and vote for your favorites!
- 11:45 a.m. Lunch at the Lakewood Park Pavilion (bring your bag chairs) and TMGR Business meeting hosted by President Pappas
- After Lunch: Drivers depart for "On Your Own Driving Tours" around those beautiful hill country roads.
- 5:30 p.m. Bar Opens - Blue Jacket and Mad Hatter Pictures
 After that: Awards Presentation & Auction
- 6:30 p.m. Dinner Served
 After That: Awards Presentation & Auction Continues

Saturday Evening Activities will be at the Wilco Events Center: 1615 Scotsdale Drive, #200A – Cedar Park

Sunday, April 30, 2023

Prepare the car for the drive home and share stories of the weekend. Remember, **SAFETY FAST!**



Come
ROCK N' ROLL with us at
NAMGAR GT-48
June 12-16, 2023
 Memphis, Tennessee
 Home of Blues, BBQ and Graceland!




Host Hotel

Hilton Memphis
 939 Ridge Lake Blvd
 Memphis, TN
(Special rate with registration)

Local Features

- Self-driving Tours
- Fun Road Rally
- Multiple Tech Sessions
- Valve Cover Racing
- Graceland
- Sun Studio
- National Civil Rights Museum
- Famous Beale Street





Greater Ozarks British Motoring Club hosts

BRITS AT THE BARN

SATURDAY, JUNE 24TH, 2023
9 a.m. to 3 p.m.

Rutledge-Wilson Farm Park
3825 W. Farm Rd. 146
Springfield, MO 65802

Print Registration at:
www.GOBMCCARSHOW.com

Mail to: Bob Eft
3394 Selmore Rd.
Ozark, MO 65721

**Deadline for discounted room rate
and free t-shirt May 1st**

BBQ June 23rd, 5 p.m. at Rail Haven Best Western

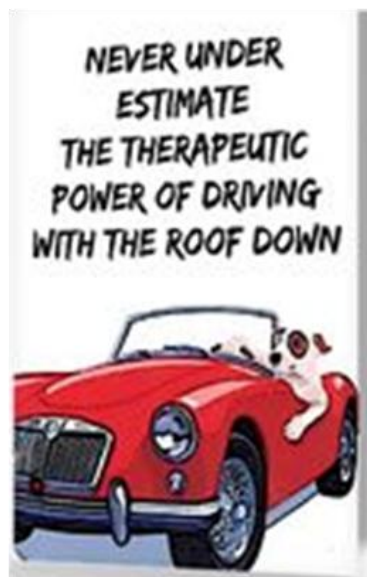
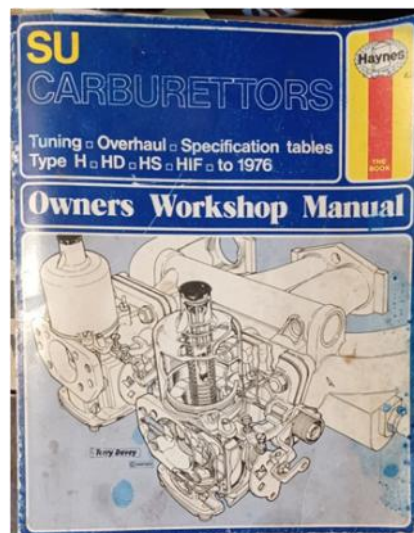
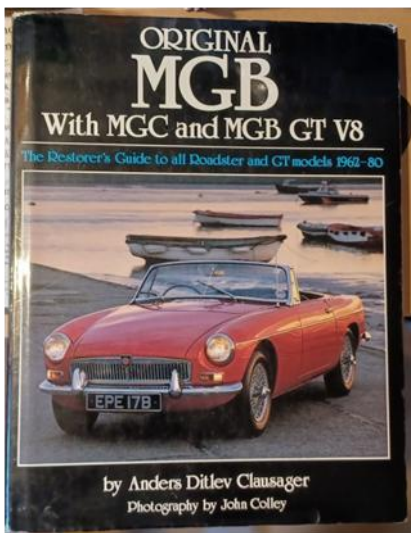
RSVP for BBQ by June 10th
on Registration Form or to GOBMCpres@yahoo.com

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. Original MGB With MGC and MGB GT V8, Anders Ditlev Clausager 1994
2. Haynes SU Carburetors, Tuning-Overhaul-Specification tables-Type H, HD, HS, HIF to 1976



MEMBERSHIP STATUS

Welcome new members:

Kent & Kathy Prather, who live in Wakarusa, KS, and own a '62 MGA Deluxe, a '62 MGA Racecar, a '62 MGA (unrestored), and a '71 Stag.

Shawn & Sarah Weyer, who live in Blue Rapids, KS, and own a '60 MGA 1600, a '91 Dodge Stealth ES, '92 Dodge Stealth RT, a '94 Mitsubishi 3000 GT SL, and a '95 Mitsubishi 3000 GT SL.

We have 117 members.

2023 CALENDAR OF UPCOMING EVENTS

April 2023

4th, Officers Meeting
 8th, Spring Tune-Up, Scott's Auto Express
 11th, Social, Pegah's Family Restaurant
 12th, Cecil Kimber Day, Russ Sifers
 13-16, American MGC Register Assoc. Nat'l
 18th, Crumb Tuesday Breakfast, Roxanne's
 22nd, Member Garage Tour, Byron Nicodemus
 26th, Ladies Luncheon, Jack Stack BBQ
 29th, MO Endurance Rally, St. Louis MG Club

May 2023

6-7th, SLIM Run, Dave Dobbins
 9th, Social, Location TBD
 13th, Spring All British Car Show, Aristocrat
 16th, Crumb Tuesday Breakfast, Location TBD
 24th, Ladies Luncheon, Location TBD
 27-June 4th, Drive Your British Car Week

NOTE: The full page calendar for the year is now on the website.
 When you click on each event, it will describe full details: time, location, etc.

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 2023 Monthly Social **

We will be having our Social this month at Pegah's Family Restaurant.

Private room has social-distanced tables. Please RSVP to the Evite.

Please join us Tuesday, April 11th 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.

Club Member advertisements

FOREIGN CAR ENTERPRISE



CRAIG VAUGHAN
FORCARENT@AOL.COM

2342 HOLLY
KANSAS CITY, MO 64108

(816) 471-6687

HICKS BRITISH



CAR PARTS

hicksbritishcarparts.com

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

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.



After a recent reorganization of my tool box I have a number of socket organizers that are not being used. I am making any or of all them available to any KCMGCC or Triumph Club member who can use them. No charge for these; just come get them.

My contact info is below

Tom Berry, 816-835-8262, tberry2@gmail.com, 7204 NW Ironwood St, Kansas City, MO 64152

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. New price \$12,000. If you have any other questions, call or text me, Moe Pelletier, 913-727-2304, moe.pelletier.sr@gmail.com. (04/23)



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)



"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 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 rental fee per car (4-5 wheels). Gary Gumming, gumball1@gmail.com.

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)

CLASSIC-FIEDS

(cont. from page 20)

For Sale: 1970 MGB GT that has been transplanted with an Oldsmobile version of the aluminum GM 215 3.5 litre V8 block. Broadly speaking, this is the engine design that Rover bought the rights to from GM and that was subsequently used by MG for the Factory V8 cars from 1973-1976. **Specifications:** Oldsmobile 215 cu 3.5 litre V8, 5-speed LT 77 gearbox/transmission, 3.08:1 rear differential, 15 inch Panasport alloy wheels with Yohama Tornante 195/60R15 tires, Carter 4-barrel carburetor (equivalent of Edelbrock 1403), Crane optical electronic ignition, Drilled and grooved/slotted front brake rotors with oversized pads. Standard rear brakes, Webasto 300 electric tilt and slide sunroof. 2 Memory presets, auto closes when ignition is turned off, Cruise control, Hatch seals replaced, Door and vent window seals replaced, Third brake light added, Clean Missouri title. Asking price US \$26,750. Car is in the metro St. Louis area. Email to mgbgt@stlbrits.com for more information or see <https://mg-stuff.stlbrits.com/for-sale/> for more details and pictures. (04/23)



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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 26)

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 25)

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 \$20, July \$17.50, August \$15, September \$13.50, October \$12, November \$10.50,
December \$9, January \$7.50, February \$6, March \$4.50, April \$3.