



# Kansas City MG Post

## Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 42 Issue: 8

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### MG 100 Events

*By Simon Dix*

I attended two MG 100 celebration events in the UK recently. The kick-off event at the British Motor Museum, Gaydon and the MG/Triumph 100 weekend at Silverstone. Both events were very enjoyable. I connected with MG folks like Brian Woodhams (MGCC Overseas manager for North America) and his wife Janine, John Watson and his wife Gill and I also chatted with Andy Knott who is taking over as MGCC Club Manager at Kimber House and James Hargreave who has the Aston Martin MGB tribute car. I had a great time at both events, and both were dry and warm – but the ice cream vendors did very well!

This is just a short overview with some pictures. **You can see the full set of pictures and videos on my website [mg-stuff.stlbrits.com/gaydon](http://mg-stuff.stlbrits.com/gaydon) and [mg-stuff.stlbrits.com/silverstone](http://mg-stuff.stlbrits.com/silverstone) respectively. I have probably 200 pictures from each event published.**

#### Gaydon

Having attended the MGB60 event last year, the British Motor Museum complex is becoming a bit familiar. Having arrived early we went to see the Cyberster and eventually found it. In the area outside the museum was a splendid timeline of approximately 100 MGs to cover every year of MG manufacture. I did manage to take pictures of everything that was there, although there were a few gaps.

Also, there was a “Pride of Ownership” class with judging by attendees that was sponsored by Peter James Insurance. This was where I first found John Watson and his lovely MGB in Iris Blue. I also found some people from Facebook groups that I participate in and made a real-world connection. There were some amazing and loved cars in this class.



*(cont. on page 3)*

## 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 *MG 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 *MG Driver* magazine, and other benefits. (see namgbr.org)

## 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](mailto:larry@taylorgroupcpa.com) to sign up.

## KCMGCC Ladies Luncheon

By Susan Pittell

Our Ladies Luncheon on July 26<sup>th</sup> was a success. The food at Brobeck's BBQ was great as was the service. Six ladies showed up for some great BBQ!

Please join us for our next Ladies Luncheon on Wednesday, August 30<sup>th</sup> at 12:00 noon at Christine's Firehouse Grille in North Kansas City. Please respond to the Evite so we know how many are coming for seating.

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



## MG 100 Events

(cont. from page 1)

The 2003 MG ZT-T speed record car was also there and the engine was fired up 2-3 times during the day. This is an awesome sound! In August 2003 and with driver Pat Kinne at the helm, the car was the world's fastest estate car when it reached 225.609 mph (360.9 km/h) at the 55th annual Bonneville Speed Week Nationals.

Later, I just walked the parking area where cars were arriving from 4 official runs (drives) to the event that had been organized. MGs everywhere and various models/years were mixed together. Beyond the reserved parking was the general parking – I didn't get around all of it but walked a few areas and more great MGs and register/centre flags flying.



Perhaps my favorite part of the day was the Supermarine Spitfire flyover that had been arranged. An unmistakable sound and I did manage to get a few seconds of useful video where the plane is in view! Have to go to the website for that.

## Silverstone

This event would otherwise be known as MG Live. This year was a joint event with both MG and Triumph celebrating 100 years of history. The MG brand/marque still exists for cars, not so for Triumph. I am not familiar with the Silverstone layout, and it took a while to get oriented. I made a visit to the MGCC main tent and signed the visitor book for Brian Woodhams and Peter Cook in their Overseas capacities with MGCC, and purchased some additional MG 100 regalia items.

I again went in search of the new MG Cyberster and found it. While doing so, I stumbled across the "timeline" cars that had been organized to



have a car for each year of MG and photos and a video of the MG some of them in the main arena.

Silverstone — Cyberster

Triumph's history. I took both timeline cars and also a video of

(cont. on page 4)

## MG 100 Events

(cont. from page 3)

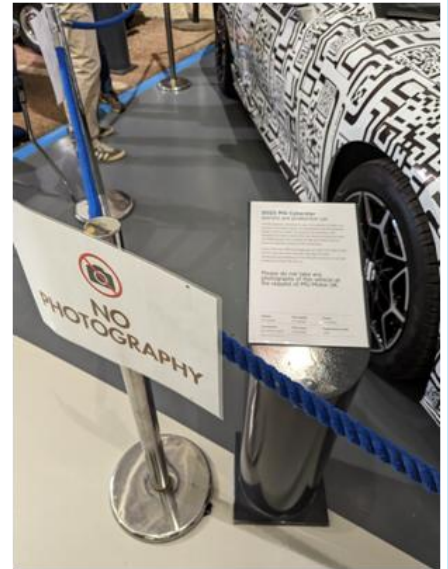
It was particularly warm at Silverstone and so for a rest and some shade, I headed to the Copse Corner grandstands and took in some of the racing that was going on. Racing is a big part of the MGCC's heritage so it's always a feature at Silverstone. You could walk the paddocks and everyone there was very friendly.



## MG Cyberster

If you're a modern MG hater, you may want to skip this part. That's why I left it to the end to make it easy to skip. My personal view is that unless the brand returns to North America, most of our cars are essentially in hospice care until they go to the scrapper. Unless you have kids as in love with MG as you are, there's not enough new caretakers waiting in the wings. The modern MINI revived interest in the original Mini for example. Do I love the SUV and other cars made so far under the new ownership? Not really. They do seem to be nice, well-made cars if they are what you need. Driving over 2,000 miles in the UK, I saw a lot of them out and about. Car companies tend to need to support all motorists, just as MG has done in the past with saloons and other cars, YA/YB, MG Magnette, MG1100/1300 etc. – those would not be everyone's idea of a sports car I suspect.

At Gaydon the car was in the museum, but I had a devil of a job finding it as did others. When I did find it, it was covered in a QR code wrap with requests not to take any pictures. The first impression – it's big. Not SUV huge. Having seen the pictures of it with an MGB, I can tell you that it is way bigger than the pictures make it appear. If you think about an Aston Martin Vantage or maybe a Chevrolet Camaro Convertible – I'd say you have a perspective of the size. At Silverstone the new MG Cyberster was not covered in a QR code wrap. While this was a model, the exterior and interior was as will be seen in the UK in summer 2024 when the car goes on sale.



It could be an optical illusion, but I honestly believe this model of the car launching in summer 2024 is a little bit smaller than the one I saw at the Gaydon event two weeks previously. When talking with the support team at Gaydon, they didn't know if it was a dual or single motor version. So, my personal speculation is that the Gaydon vehicle was a dual motor, version whereas the model at Silverstone is a single motor version. Pure guess/conjecture on my part.

(Editor's Note: Please go to Simon's website [mg-stuff.stlbrits.com/gaydon](https://mg-stuff.stlbrits.com/gaydon) and [mg-stuff.stlbrits.com/silverstone](https://mg-stuff.stlbrits.com/silverstone) to see all the pictures he took.)

## MGB Brake Hoses Replacement

By Simon Dix

The MGB from 1962-1980 essentially have the same brake hoses on all models. There are variations to the overall brake system with single line masters (early cars pre 1968), dual line masters (1968 to 1974 production cars), and dual line masters with a brake booster (servo) on the later cars (1975 to 1980). However, the hoses from the hard lines to the front brake calipers and the single hose that bridges across the rear axle, are the same for all years.

If your braking system is functional there is a tendency to leave it alone. The fear, certainly from my perspective, is always the challenge of bleeding the system and not screwing up a working brake system. However, the rubber hoses don't last forever, and should be changed periodically. Whilst undertaking some general under the car maintenance, I noticed some rubbing wear on the rear brake hose. It was only to the very thin outer rubber skin of the hose. However, brakes (like tires) are critical safety elements and so I set about dealing with the issue immediately.

A quick word about dual line brake systems. Cars with these have a H-shaped fitting with a shuttle valve inside. If there's a leak in fluid from either the front part of the system or the rear part of the system, the shuttle valve moves to close off the half of the system that has the leak. This is obviously to prevent the loss of all brakes. However, be aware that the front brakes probably provide 80% of your braking capabilities so losing the front brakes is likely to be much more problematic than a failure in the rear.



Hose loose in mount with hard line removed and capped.



Hose added around hand brake case to prevent rubbing.

There are two approaches to managing the shuttle valve on dual line systems. You can get it back and centered as part of the bleeding process, or you can remove the sensor and potentially use a custom tool (bolt with a prong on it) to screw in place and prevent the valve from moving. I have been able to borrow a custom tool in the past (John Mangles, The MG Doc) but not this time. So, I dealt with this as part of the bleeding process.

I had on hand new front hoses and copper washers as an anticipatory purchase. In my mind I thought I had a rear brake hose also on hand, I didn't. With an upcoming trip to the UK planned I wanted to get this done quickly and not wait for my return from the trip. For one I had the time to do it and two the weather was cooler than it would be in a month. A quick plead for someone who might have the rear hose on hand was answered swiftly by a friend, Andy Ackerman. After some initial confusion on my part about part numbers, it turned out this was the hose I needed. So, although I had ordered a hose, I was able to get on with the job as I had hoped. Once my ordered hose was received, I replaced the one Andy had provided.



New hose and copper washer to attach to caliper.

(cont. on page 6)

## MGB Brake Hoses Replacement

(cont. from page 5)



Rear hose with damage highlighted.

I started work on the rear hose first. To give yourself more room to work its best to place the jack stands under the front leaf spring mounts. This allows the rear axle to hang lower and provides easier access to the rear hose and its hard line connections. I made life harder for myself by not actually doing this. You should also advance prepare to plug or cap the hard line from the front of the car. I used some vacuum hose caps but note that the nut may not move up the hard line much so getting something to create a pretty good seal may not be as easy as you might hope. I suggest having several options on hand. In my case, I connected an old spare hose I had to the hard line and then capped the end that would connect to the



New hose loose in mount ready for hard line reconnection.

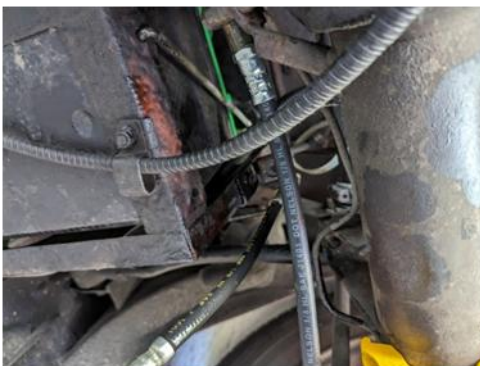
metal 3-way junction on the axle.

You should start by breaking loose the nut that is on the hard line from the front of the car. Ideally you have a flare nut wrench, if not be very careful not to round off this nut. Just break it loose and use another wrench on the hose fitting to counter your force as you try to break it loose. If not, you risk breaking off the hose mount.

Once you have the connection broken free, tighten again the nut just snugly so you can work on the hose retaining nut that is on the top side of the hose mount. There will be a nut and a star washer there – 9/16ths. Again, countering your undoing force by using a wrench on the lower hose connection get the retaining nut to break free and continue to loosen this nut up the threaded hose fitting – at least halfway. This will allow the hose to move a little. Now go back to the hard line nut and remove it and plug the line as quickly as you can to prevent excessive brake fluid loss. You will get brake fluid on you – plan accordingly!



Car up for maintenance.



New hose installed to 3-way junction.

You can now complete the removal of the retaining nut from the threaded part of the hose and expect some more brake fluid to come out as you let the hose hang. You can now remove the hose from the 3-way junction. This will likely require some force to disconnect, and you should again use something to brace the mount for the 3-way junction or you will shear this off the axle. This may be a punch or larger screwdriver but just ensure you are countering the undo force you apply. Once you break the connection, you can undo the hose and watch out for the copper washer that helps seal the hose to 3-way junction connection. Ideally, you should plan to replace the copper washer with a new one although you can re-use this with success usually. You might anneal the washer if reusing.

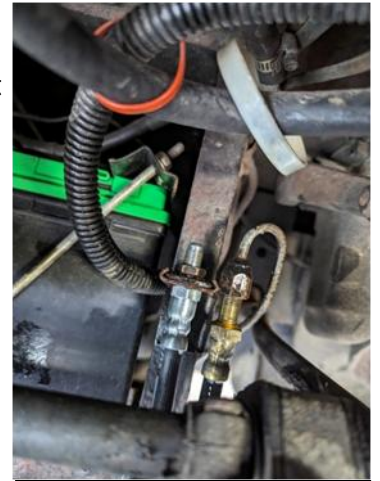
(cont. on page 7)

## MGB Brake Hoses Replacement

(cont. from page 6)

To install the new hose, make sure you have the copper washer on and connect the hose to the 3-way junction. This will be the end of the hose with the shorter threaded piece. Tighten the hose initially by hand – you should not need a wrench to tighten the hose to get the two to mate. If you feel the need for a wrench something is wrong/cross threaded so back off and start over. Once the hose is mated properly fully tighten the connection and again brace the mounting bracket to counter your applied force.

Now put the other end of the hose into/through the mount. Put the star washer on and get the retaining nut started on the threads. It should be possible to get the nut halfway down the threads by hand. Do not fully tighten the retaining nut yet. Leave it so the hose cannot come out of the mount but not so the hose cannot move a bit. You can now unplug the hard line from the front of the car and mate it to the top of the hose and get the hard line nut started onto the threaded part of the top of the hose. You should be able to do this with your fingers only. If not adjust/reposition as necessary until you can. This is why you want the hose to still move to assist with the alignment. If the nut will not go on with using your fingers only again something is wrong/not aligned. Do not cross thread this connection or you'll be replacing the entire hard line! Snug the hard line up enough to have no or very little fluid leaking. Now you can get the hose nicely oriented before completing the tightening of the retaining nut. Once the hose is firmly secured in the mount, check and make sure the hard line nut is secure and check for obvious leaks. Hopefully you have none.



New rear hose loosely installed to mount ready for hard line reconnection.

You can now proceed to repeat this procedure with the front 2 brake hoses.

The setup is basically the same as you just have gone through except one end of the hose is in the brake caliper. The hard line connection will be the same as the rear with a mount, hard line connection and 9/16<sup>ths</sup> retaining nut and star washer.

Use the same process as with the rear starting with the hard line nut. Once you can remove the hose from the mount you can disconnect it from the caliper. Again, at the caliper end will be a copper washer for sealing the hose to caliper connection. Your new hose and copper washer should again be connected to the caliper first. Then get the hose loosely into the mount and the hard line reattached. It is more important to get the hose to orient nicely on the front. It is worth moving the wheels from full lock to full lock to check for kinks, rubbing or stretching of the hose. When you are happy with the orientation secure the hose in the mount and then recheck a full lock to full lock of the wheels. Adjust, if necessary, by loosening the hose retaining nut and get the orientation right. Repeat for the other front hose.

Now comes the “fun” of bleeding the brakes. Some find this black magic voodoo. Myself I seem to be lucky with this. I’m not going to cover this in detail.

You can now proceed to repeat this procedure with the front 2 brake hoses. The setup is basically the same as you just have gone through except one end of the hose is in the brake caliper. The hard line connection will be the same as the rear with a mount, hard line connection and 9/16<sup>ths</sup> retaining nut and star washer.

(cont. on page 8)

## MGB Brake Hoses Replacement

*(cont. from page 7)*

Use the same process as with the rear starting with the hard line nut. Once you can remove the hose from the mount you can disconnect it from the caliper. Again, at the caliper end will be a copper washer for sealing the hose to caliper connection. Your new hose and copper washer should again be connected to the caliper first. Then get the hose loosely into the mount and the hard line reattached. It is more important to get the hose to orient nicely on the front. It is worth moving the wheels from full lock to full lock to check for kinks, rubbing or stretching of the hose. When you are happy with the orientation secure the hose in the mount and then recheck a full lock to full lock of the wheels. Adjust, if necessary, by loosening the hose retaining nut and get the orientation right. Repeat for the other front hose.

Now comes the "fun" of bleeding the brakes. Some find this black magic voodoo. Myself, I seem to be lucky with this. I'm not going to cover this in detail.

The manuals tell you start with the wheel furthest away from the master cylinder. For a LHD US specification car, this is the driver's side rear. Bleed until there are no air bubbles coming out and always make sure the master cylinder never gets too low. Check and top up with fresh new fluid regularly during the process. Then move on to the other rear wheel, the passenger front wheel and lastly the driver's side front wheel. Then return briefly to the driver's side rear and bleed a little fluid off which should reset the shuttle valve in the dual line H piece.

You can check to see if the shuttle valve had engaged by seeing if your brake warning light comes on (assuming this is functional). The other test is to have an assistant press on the brakes with the car in the air on stands and see if you can move either the front or rear wheels. This is a good test to make sure both parts of a dual system are working. If you can move either, obviously something is wrong and may require additional bleeding to get air out and/or reset the shuttle valve. It's a good time to adjust the rear brakes also. You screw in the adjusters until the rear wheel locks completely and then back off the adjust one "click" or position. I sometimes find I back off 2 positions.

Hopefully you now have new brake hoses, nice fresh brake fluid that's not full of moisture and working brakes. Go for a short/safe test run. Where safe, do an emergency stop and make sure everything is working properly. Then go enjoy your car on some twisties knowing your braking system is in tip top shape!

## This Month in MG History *By Abingdon Spares Newsletter*

July 1976, last two MGB GT V8s assembled at Abingdon. The V8 was, of course, based on the original Ken Costello V8 design, which so impressed BL management that Abingdon was asked to produce their own version. Launched for UK sales in August of 1973, the response from the public, as well as motoring journalists, was quite positive. The car retained most of the four cylinder car's appearance, with the exception of small V8 badge and new composite Dunlop wheels. Mechanically, it had a number of changes to the gearbox, overdrive, exhaust, and braking systems. It was never sold in the American market, where most parties agreed it would have been a big success. Whether it was the emissions development work needed, or the lack of further development funds from BL, or the limited supply of engines promised from Rover, many factors contributed to not selling in the US. Although sales in UK were moderately successful, by the 1975 and 1976 years, when the V8 wore the "rubber bumpers" of all MGB models, sales dropped rapidly. A total of 2591 models were produced, making it one of the rarest models of post-war MGs built. An unfortunate end to what could have been, given a combination of more development funding, a better position in the new BL organization, and an entry into the US market, on of the best MGB models ever.

## Axle Seal Replacement

By Rick Mills

In April at the Spring Tune-up at Scott's Auto Express, we were able to get our cars on a lift and inspect the undersides. At this year's Spring Tune-up, Denny Hale pointed out that my left rear axle seal was leaking. So now it's July and time to tear into it.

As you can see in this picture, the inside of the left wheel is very greasy and the right rear wheel is just dirty.



← Right Rear  
Left Rear →



The first thing to do is remove the drum, then remove the E-brake cable and then the hard brake line. With the brake drum off, you can see a large nut that has to be removed. An impact wrench was required to remove it. With that removed, now remove the splined hub. With that out of the way, you can easily see the seal has been leaking. To get to the seal, those four bolts have to be removed, which hold the brake shoes backing plate to the axle assembly. The seal can be installed into the seal housing.

With all this apart, do I replace the brake shoes? Of course! Even though the grease did not get to the shoes, now is the time. Clean the backing plates, paint the backing plates, and install new shoes and new wheel cylinders. Have the drums turned. I painted the backing plate and had the drums turned over a two-week period. A **hot** two weeks, so no driving time was wasted.

Now it's Monica's job to pump the pedal while it gets brake fluid back into the system and bleed the brakes.



Before renewing



After new shoes and new wheel cylinders

## Catfish Charlie's Gathering

*By Larry Taylor*

On Saturday, July 29<sup>th</sup> MG and Triumph Club members Denny and Ruth Hale, Rick and Monica Mills, Doug and Alanna Harr, Larry Taylor and Linda Drozd, David Dobbins and Susan Hays, Steve and Carol Olson, Dan and Nancy Dannhauser, Paul Rios and Susan Zemites, and Jennifer and Joe Jursich met at the Loves Travel Center on 291 Highway for a leisurely 40-minute drive to Catfish Charlie's Restaurant in Wellington, MO for lunch. Threatening severe thunderstorms stayed to the north of us so six LBCs, a Miata, and a daily driver arrived without incident. Geoff and Christi Rollert, Grayson Hendrick and Byron and Mary Nicodemus had already arrived separately.

Catfish Charlie's, a restaurant and lounge that has a large deck, overlooks the east fork of Sin-A-Bar Creek. We opted to sit inside, but it might be nice to go back sometime when the weather is milder and drier and sit out on the deck. Shortly after we arrived, the weather started moving in. The wind caused the power to the restaurant to flash on and off several times, but we received just a few drops of rain and were able to enjoy our lunch without further incident. After lunch, several drove on to Lexington for ice cream and others stopped at a nearby orchard for peaches before heading home. Linda and I ran into intermittent rain on 291 Highway that followed us most of the way home. I assume others likely encountered rain before they got home.

Thank you to Paul Rios and his daughter, Jennifer Jursich (who is a friend of the owner) for suggesting Catfish Charlie's. I enjoyed the drive and the food and would welcome input from others who attended if we should make this an annual event.



## KCMGCC Drive-In Night

*By Monica Mills*

Saturday, July 8<sup>th</sup> was a great weather night for the KCMGCC Drive-In night along with the Triumph Club. 10 LBCs, a Fiat, a Can Am motorcycle, and a few SUVs. It turned out to be quite chilly after the sun went down and many were bundling up to keep warm. Lots of various snack food was brought, along with the Sacred Corn. Thanks to Gary Plowman for the group photo.



## Crumb Tuesday Breakfast

*By Larry Taylor*

On Tuesday, July 18<sup>th</sup>, 23 Triumph and MG club members met at Rae's Café in Independence for monthly Club Retired Unemployed Members Breakfast, or CRUMB, meeting. This was our second meeting at Rae's and we plan to go back there on a regular basis, Thank you Geoff and Christi Rollert for suggesting it.

The next CRUMB meeting will be at 9:00 AM, Tuesday, August 15<sup>th</sup> at Ginger Sue's, 14178 W. 119<sup>th</sup> St, Overland Park, KS 66062 (119<sup>th</sup> Street a few blocks west of Pflumm at S. Greenwood St). As a reminder, all club members are invited to the CRUMB meetings. You do not need to be retired or unemployed to attend.

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 Mumblings

*By Steve Olson*

As I write this, we are getting ready to drive the Midget to Calgary Alberta Canada for MG 2023. It is only a short drive of about 1600 miles each way. Certainly not a record distance for us or the car. We have learned how to pack very lightly due to the tiny space remaining in the boot after our folding chairs, a few spare parts, and tools are loaded in. In a pinch, we can always do laundry or pop into a Wal-Mart and buy some new clothes if we need to. We expect to sweat most days traveling across the plains in July in a car without air conditioning. The pioneers did that in covered wagons that also lacked AC and they didn't have a Wal-Mart or motel pool to ease their journey. In years past, I always considered 500 miles a day to be a reasonable pace. This time, I have us only going around 400 miles a day. I know 1,000-mile days are possible because we have done that several times but I am getting old and soft.



Usually I just air up the tires and fill the gas tank. But this time, I put a little effort into preparing the car for the trip. I changed the oil and topped off the transmission that belches its lubricant out, especially at highway speeds. I greased the suspension and that was a job because my grease gun that I have been using for the last five decades decided to stop working. Once I bought a new gun, I found a way to unclog the old one and I expect it to last longer than I will need it. I checked underneath the car for any loose bolts and did take a turn or two on the rear axle U-bolts. I even checked the valve adjustment which turned out to be close enough anyway. I removed the spark plugs and saw that they were the light tan color I like to see. The carbs seemed to be still in sync, but the mixture on one seemed to be perhaps just a bit lean so I dropped that jet a couple flats. The car is running amazingly well for a stock engine with probably more than 50,000 miles since its last rebuild. The freshly rebuilt motor with lots of compression and more cam is still sitting on the engine stand. I just never got around to swapping engines.

I did some house cleaning in the passenger compartment. Some of those many flashlights with dead batteries needed to go, along with some of the broken sunglasses and ages-old candy. Mostly, I just wiped the dust off and put things back where I found them. I did much the same with stuff in the boot. The small spaces inside the rear wings are filled with things I might need someday and I carry a map showing generally where things are since they are not easily visible. Any spare part or tool you have with you almost guarantees you will never need it. Not only do I carry a spare tire, I also have a small air compressor and a tire plugging kit. Only used those a couple times in the last 200,000 miles, but glad I had them when I needed them. Only the spare tire takes up much room.

And of course, I have the NAMGBR book listing helpful members and shops in the glove box. With a credit card and a cell phone, I should be set to handle most automotive challenges. Of course, my cell phone has no coverage in Canada, and in much of the rural areas we will travel in the US, it would be useful only if I need a wheel chock. Maybe my CB radio will reach somebody if it comes to that. Or I can build a fire and send up smoke signals. What could possibly go wrong?



***KANSAS RIB RUN RALLY***  
***SEPTEMBER 16, 2023 - 8:00 AM – 2:00 PM***

**NO RALLY EXPERIENCE IS REQUIRED!**

The Kansas Rib Run Rally, sponsored by the Kansas City Triumph Sports Car Club, is a fun Time-Speed-Distance (TSD) Rally on Saturday, September 16. SCCA Rallymasters Rich Bireta and Albert Weaver have laid out the route, which will be approximately 100 miles in length, traversing Leavenworth, Douglas, Shawnee and Jefferson Counties. The event chair is Jeff Givens, KC Triumphs. The entry fee is \$20 per car.

This event is open to ONLY classic British cars built before 1986. Early registration before September 1 will be limited to the following number of cars from each marque:

Triumph – 10 Cars  
 MG – 10 Cars  
 Austin Healey – 10 Cars  
 Jaguar & Other British – 8 Cars

Registration will be on a first paid basis, so sign up and pay early. If a marque is filled prior to September 1, late registrations for that marque will be waitlisted. If a marque is not filled by September 1, the waitlisted entries will be registered in the order payment is received up to an overall total of 38 cars. Please be advised there are NO refunds after August 31.

The Rally will be managed and scored using Richta Rally Apps' ([richtarally.com](http://richtarally.com)) Competitor – Richta GPS Checkpoints App available free from your app store downloaded to your navigator's smartphone or tablet. Each entry will consist of a driver and a navigator who will receive written general instructions. Turn-by- turn instructions and speed information will automatically update on the navigator's smart phone or tablet via the app. Working speedometer, odometer, and writing materials are highly recommended. All vehicles registered will receive a dash plaque and awards will be given for first, second and third place.

The Rally will start from The Fuel House, 611 W 2nd St, Bonner Springs, KS 66012 which will offer a limited breakfast menu starting at 7:00 AM. Arrive by 8:00 AM for check-in and orientation. The first car will be off on the route at 9:01 AM. The Rally will end at the barbeque rib cookout hosted by Doug & Regina Schimke (Austin Healey Club) at 22165 171st Street, Basehor, Kansas 66007. All Rally participants and families are invited. Over 160 racks of ribs will be cooked, 20 pork butts, and 20 briskets, with all the trimmings offered; a meal fit for a King, or Classic British Car Rally participant! Water and soft drinks will be provided and you may bring your own adult beverages. Voluntary cash donations will be gladly accepted to help cover the Schimke's cost of the cookout.

In addition, Mr. Gary Gumminger (renowned and celebrated Kansas City British car mechanic) will be available for the Rally on a "just in case of breakdown" basis for a nominal cost per breakdown event. He will also bring some associated parts by marque. However, each car should carry some spares. In the highly unlikely event a "breakdown" cannot be immediately repaired, a truck and trailer will be available to haul the unfortunate "victim" to the barbeque, where Mr. Gumminger can provide more personal attention (while eating barbeque of course), and other members seriously "pontificate" on the reason for the untimely demise and "road rescue".

*(cont. on page 9)*



***KANSAS RIB RUN RALLY***  
***SEPTEMBER 16, 2023 - 8:00 AM – 2:00 PM***

**REGISTRATION FORM**

DRIVER'S NAME (please print): \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

NAVAGATOR'S NAME (please print): \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

VEHICLE YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

Note - The driver may register a vehicle without listing a navigator at this time. However, a navigator is required to compete in the Rally and must register and sign the Hold Harmless Agreement at check-in.

Registration is \$20 per car. Make checks payable to KCTSCC and mail it with this signed registration form to Keith Jordan, KCTSCC Treasurer, 6463 Payne St., Shawnee, KS 66226.

**Hold Harmless Agreement**

The Driver and Navigator ("Participants") voluntarily enter their vehicle in the 2023 Kansas Rib Run Rally, and affirm and agree to the following: (1) that vehicle owner has adequate insurance on their vehicle against loss that is in full force and effect; (2) that they have adequate medical and health insurance to cover any medical assistance that may be required; (3) that they do, hereby, agree to indemnify and hold harmless Kansas City Triumphs Sports Car Club and its officers, volunteers, agents or assigns, the owners and lessees of the premises used to conduct the event for any and all liability including acts or omissions which may result in the damage, destruction, or injury occurring during, or as a consequence of this event; (4) the Participants in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Driver's Signature \_\_\_\_\_ Date \_\_\_\_\_

Navigator's Signature \_\_\_\_\_ Date \_\_\_\_\_

Vehicle insured with \_\_\_\_\_

# HEARTLAND ALL BRITISH

## Heartland All British Car and Cycle Meet

**Labor Day Weekend  
Sunday September 3, 2023**

We are returning to the Merriam Marketplace  
Location: Merriam Marketplace  
5740 Merriam Dr  
Merriam, KS 66203

**Saturday, September 2nd, 2023 5:00 p.m. – 8:00 p.m.**  
Supper and Boot Sale

Details: For pre-registered attendees we will be holding a boot sale and cookout.  
Location: Merriam Marketplace

Supper: Bratwursts and hot dogs with sides and soft drinks. Each initial car or cycle registration receives up to two meal tickets free, additional tickets \$5.00 each. Don't forget to bring your chairs.

## Upcoming Heartland All British Car Show

*By Ed Curry*

Our biggest and longest-standing show of British cars is fast approaching on Sunday, September 3<sup>rd</sup>. The event will return to the Merriam Farmers Market where we have held it several times in the past. **The deadline for advanced reservations is August 8<sup>th</sup>** at the discounted price of \$30 per car and the option of ordering a show-logo shirt. After the deadline, registration remains available, including show day, at \$40 but no shirt option. Additional car registration is \$15 at any time.

A survey of past participants indicated that a pre-show cookout would be a desirable addition. In the past, Victoria British, now defunct, provided this service. We are bringing it back in the form of a **cookout the night before the show at the Marketplace**. Larry Taylor, our Cookout Master, will prepare a feast of dogs and brats. **That evening is also planned to be a Boot Sale** opportunity. Fill up your trunk with all the Brit Bits you need to get rid of and negotiate them away.

**Volunteers are needed in several areas.** Six for parking direction, Two for ballot counting and four for cookout food service the night before. We'll look for commitments at our next Social.

This is the one show you need to support. We would like to have it return to pre-pandemic participation. Don't let it slide into decline!!

## HEARTLAND ALL BRITISH CAR & CYCLE MEET 2023 SCHEDULE OF EVENTS

Saturday, September 2nd

5:00 p.m. – 8:00 p.m.	Pre-Event Cookout
-----------------------	-------------------

Sunday, September 3rd

8 – 10:30 a.m.	Registration
10:30 a.m. – Noon	People's Choice Voting
2:00 p.m. (As soon as ballots counted)	Awards Presentation

*We are returning to:*  
**Merriam Marketplace**  
**5740 Merriam Drive**  
**Merriam, KS 66203**

See our website [www.heartlandallbritish.com](http://www.heartlandallbritish.com) for additional information.

**PRE-EVENT COOKOUT** - 5:00 p.m. – 8:00 p.m. Saturday, September 2nd at the Merriam Marketplace, located at 5740 Merriam Drive, Merriam, KS 66203. Bratwursts and hot dogs with sides and soft drinks. Each initial car or cycle registration receives up to two meal tickets free, additional tickets \$5.00 each. *Don't forget to bring your chairs.*

**REGISTRATION** - Advance registration received by August 8th is \$30 for a car and \$25 for a motorcycle. Additional vehicles are \$15 per car and \$10 per motorcycle. For registrations received after August 8th the initial car registration will be \$40 and initial motorcycle registration will be \$35 and you may not be parked with your judging class.

**FOOD TRUCK** - We will have a food truck for lunch the day of the show.

**AWARDS** - Awards will be presented for 1st, 2nd and 3rd in class after voting by registered car owners has been tabulated.

**SHIRTS** - This year we have several options for shirts. With your advance registration (received by August 8th, 2023) you can buy shirts with your registration. All shirts will be Dark Green with the design embroidered in the design below.

**TRAILER PARKING** - There will be adequate trailer parking on the day of the show. Please visit the website for more information.

**ORDER NOW**  
**2023 Shirt Design**  
**NO SHIRTS WILL BE AVAILABLE FOR PURCHASE**  
**AT THE EVENT, SO ORDER NOW.**  
Order must be received by  
August 8, 2023.



(cont. from page 10)

## HEARTLAND ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend – Sunday, September 3, 2023

### PARTICIPATION CLASSES

A	Austin-Healey 100,100-6, 3000	H	MG Midget / AH Box Sprite	P1	Mini Classic
B	Austin-Healey Frogeye Sprite	J	TR2 & TR3	P2	Mini BMW
C	MGA	K	TR4, TR4A, TR250	Q	Morris
D1	MGB/MGB GT 62-71	L	TR6	R	Lotus / All 7s
D2	MGC/ MGC GT	M	Spitfire & GT6	S	British Saloon / Other
E	MGB/GT 72-74 ½ Chrome Bumper	O1	Jaguar through 1974	T	British Sport
F	MGB/GT 74 ½ -80 Black Bumper	O2	Jaguar 1975 on	W	British Cycles
G	MG T Series / PreWar			Z	Friends of Brits (European)

NAME (please print): \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Vehicle #1	Class:	Year:	Type/Model:	Color:
Vehicle #2	Class:	Year:	Type/Model:	Color:
Vehicle #3	Class:	Year:	Type/Model:	Color:

FEES	NO.	NO.	NO.	NO.	NO.	NO.	TOTAL
Advance Registration Initial Car - \$30	_____		Additional Cars -\$15 each	_____			_____
After August 8 – First Car - \$40	_____		Additional Cars -\$15 each	_____			_____
Advance Registration – Initial Cycle - \$25	_____		Additional Cycles - \$10 each	_____			_____
After August 8 – First Cycle - \$35	_____		Additional Cycles - \$10 each	_____			_____
Total Number Attending Cookout First Two Free Then \$5 per person		_____					_____

SHIRTS – DARK GREEN	NO.	NO.	NO.	NO.	NO.	NO.	NO.
Men's T-Shirt - \$20	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Women's T-Shirt - \$20	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Men's Polo - \$25	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Women's Polo - \$25	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Men's Heavy Weight Long Sleeve - \$25	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
<b>TOTAL DUE</b>							<b>_____</b>

Make checks payable to Heartland All British Car Show and mail with this signed registration form to Kris Gamble  
13621 S Walnut View, Olathe, KS 66061

Or email this signed registration to [gam06518@gmail.com](mailto:gam06518@gmail.com) and click [PayPal.Me/HABSHOW](https://www.paypal.com/US/merchstore/HABSHOW) or scan the QR code to pay using *PayPal*



#### Hold Harmless Agreement

Owner voluntarily enters his/her vehicle in the 2023 Heartland All British Car & Cycle Meet, it is agreed as follows: (1) that owners will insure their vehicle against loss, damage and liability. Proof of such insurance, being in full force and effect, shall be provided to the Heartland All British Car & Cycle Assn. (2) that owners do, hereby, agree to indemnify and hold harmless The Association and their agents or assigns, for any act or omissions which may result in the act, damage, destruction, or injury occurring during, or as a consequence of this event; (3) the owners, in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

Insured with \_\_\_\_\_



**Featured Marques:  
Rolls Royce and Bentley**



**Wendell Smith's 1927  
Rolls Royce Phantom 1**

Event Website  
[allbritishcarshow.com](http://allbritishcarshow.com)

Event Social Media  
[facebook.com/StLouisAllBritishCarShow/](https://facebook.com/StLouisAllBritishCarShow/)

**Go to Event Website for more information and registration.**

*(Editor's Note: Because of the "Famous" Guest Speaker, Brits In The Ozarks is hoping for a great Kansas City turnout! Let's see a big caravan of cars going!!)*



# 21st BRITIS in the OZARKS

**ALL BRITISH CAR & CYCLE SHOW**  
*Benefiting the ALS ASSOCIATION*



SPONSORED BY  
**BRITISH IRON TOURING CLUB OF  
NORTHWEST ARKANSAS**

PRESENTED BY  
**Jeff & Lisa  
Kellogg**

University of Arkansas Agripark  
Fayetteville, Arkansas

**October 5-7, 2023**

Thursday, Oct 5  
Driving Tour

Friday, Oct 6  
Driving Tour  
Parking Lot Party

Saturday, Oct 7  
Car Show  
Banquet

SPECIAL GUEST

**Kent Prather**

*SCCA Champion and Storyteller*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**

**Holiday Inn Convention Center of Northwest Arkansas  
I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT

**BILL WATKINS**  
479-636-2168  
www.Britishironnwa.org

OR

**DOUG SCHRANTZ**  
479-531-2783  
dougshrantz@gmail.com



(cont. from page 20)

## JUDGING CLASSES 2023

Revised 04/11/23

- A- Austin-Healey Sprite – Mk1 (*Bugeye*)
  - B- Austin-Healey 100-4, 100-6, 3000
  - C- Classic Minis
  - CM - Modern Minis
  - D- Empire (*catch-all: cars not otherwise assigned a class 1950-1979*)
  - E- Lotus
  - F- Luxury Saloon (*Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010*)
  - G- Jaguar - Modern Sports (*XK8 and later*)
  - H- Jaguar XK120/140/150
  - I- Jaguar XKE
  - J- Jaguar Saloon, Early (*Mk1&2, S', Mk7/8/9/10, 420,420G, etc. and Daimlers sharing same body shell*)
  - K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (*all models and Daimlers sharing same body shell*)
  - L- Jaguar XJS
  - M- MG T' Series (*all "T" series standard factory body cars*)
  - MN- Morgan
  - N- MGA
  - O- MG Midget/A-H box Sprite
  - P- MGB/C chrome bumper
  - Q- MGB/C rubber bumper
  - QT- MGB GT
  - R- Modern British sedans and sports cars (*catch all 1980 through 2010 not otherwise classed.*)
  - RA- Revered Ancients - all cars built before 1950 (*open to all makes if not otherwise classed or at owner's option*)
  - S- Showroom Class (*year 2010 on, catchall class for all post-2010 cars not otherwise classed.*)
  - SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)
  - T- Standard Sedan (*common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979*)
  - U- Triumph TR2/3
  - V- Triumph TR4/4A/250
  - W- Triumph TR6 all
  - X- Jaguar F-Type
  - Y- Triumph TR7 and TR8
  - Z- Triumph Spitfire, GT6
  - AA - Racing/modified
  - BB - Restoration in Progress (*trailed cars, not generally driveable*)
  - CC - Survivor (*Original, unrestored and driveable. Pre-1975*)
- CYCLE CLASSES:
- M/C 1 British, all years
  - M/C 2 Other
- SPECIAL AWARDS: To be announced
- NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

## BRITS IN THE OZARKS 2023

## COVID RIDER

**Given the unpredictable nature of evolving strains of the COVID virus we will follow CDC Guidelines in place at the time of the event. By registering for Brits in the Ozarks you acknowledge and agree to the following:**

All CDC, Arkansas Department of Health, University of Arkansas, and host hotel Covid policies in effect at the time of the event will be followed. Your hosts will regularly encourage compliance and you will be expected to respect our club's policies and those of the host hotel and the University of Arkansas.

Thanks for your respect and cooperation. It will be wonderful to gather with all of you again.



**10<sup>th</sup> Annual**  
**LAKE GARNETT GRAND PRIX REVIVAL**

**REGISTRATION IS OPEN!!!**

*Presented by:*  
**WITTMAN**  
**NAPA AUTO PARTS**  
**THE CITY OF GARNETT KANSAS 1881**

**October 13-15, 2023**

**LGGPR.ORG**

The poster features a blue background with white and yellow diagonal stripes. At the top left, a checkered flag is positioned above a red and blue banner that reads 'LAKE GARNETT GRAND PRIX REVIVAL'. To the right, the text 'REGISTRATION IS OPEN!!!' is written in large, bold, yellow letters. Below this, two cars are shown racing on a track: a red vintage open-cockpit car with the number '98' and a silver classic coupe with blue racing stripes. At the bottom, the event dates 'October 13-15, 2023' are written in a large, stylized font. A blue banner at the very bottom contains the website 'LGGPR.ORG' in white capital letters. Logos for 'WITTMAN', 'NAPA AUTO PARTS', and 'THE CITY OF GARNETT KANSAS 1881' are also present.

# TRAIN YOUR SIGHTS ON KATY-2024



North American MGB Register

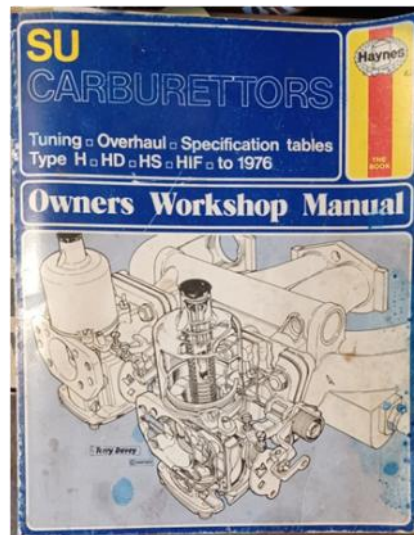
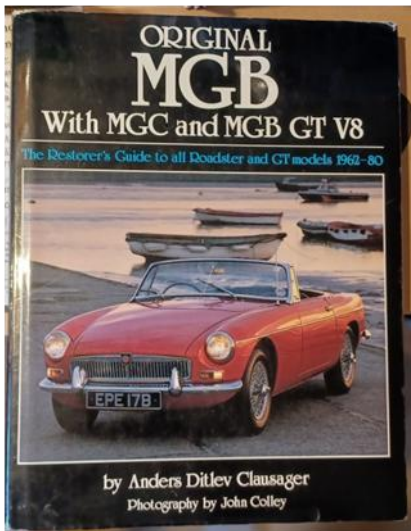


## LOANER LIBRARY

*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



Don't say you were not warned!!

## MEMBERSHIP STATUS

**Welcome new member:**

Stephen Randolph of Kansas City, MO who owns a '64 Triumph Spitfire, a '69 Triumph GT6, and a '70 MGB.

**We have 124 members.**

## 2023 KCMGCC CALENDAR OF UPCOMING EVENTS

### August 2023

8th, Social, Jumpin' Catfish  
 12th, Member Garage Tour (MGT), Rollerts  
 15th, Crumb Tuesday Breakfast, Ginger Sue's  
 24th, Kactus Creek Croquet  
 30th, Ladies Luncheon, Christine's Firehouse

### September 2023

3rd, Heartland All British, Merriam Mrktplce  
 9th, Photo Scavenger Hunt, Bruce Miller  
 12th, Social, Location TBD  
 19th, Crumb Tuesday Breakfast, Location TBD  
 27th, Ladies Luncheon, Location TBD  
 30th, Member Garage Tour (MGT), B.Hoffman

**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 final Social at Jumpin' Catfish.  
 We will decide September—November locations at the meeting.

Please RSVP to the Evite.

Please join us Tuesday, August 8<sup>th</sup> for this month's event:

Jumpin' Catfish  
 834 SW Blue Parkway, Lee's Summit, MO 64063  
 Southside Plaza Shopping Center

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](http://hicksbritishcarparts.com)

Mike Hicks Phone: 913.980.9292  
Email: [hrepair@yahoo.com](mailto:hrepair@yahoo.com)

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Reliability Upgrades  
Convertible Top  
Interior  
Total Restoration



**EURO-ASIAN MOTORS**

*Specializing in British Since 1981*

816-210-8970

Gary Gumminger  
12804 Locust St  
Kansas City, MO 64145  
816-210-8970  
[gumbball1@gmail.com](mailto:gumbball1@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.



Dave Dobbins  
816 510 2920  
[Satyr62@yahoo.com](mailto: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. 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, gummball1@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 27)

**For Sale:** Midget space saver spare. Takes a bit less space in the boot and having a spare almost guarantees you won't get a flat. Make me any reasonable offer. Contact Steve Olson, email: [solson816@sbcglobal.net](mailto:solson816@sbcglobal.net).



**For Sale:** 13" Midget wheels. Set of 5 with 4 centers and trim rings. Tires good, but too old to be safe at speed. I don't need them and want to reduce the size of my parts pile. Make me an offer. Contact Steve Olson, email: [solson816@sbcglobal.net](mailto:solson816@sbcglobal.net).



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](mailto:tberry2@gmail.com), 7204 NW Ironwood St, Kansas City, MO 64152

**For Sale:** MGB body panels for sale. All are unused and in like new condition. Some still have original part number stickers attached. Contact Ed Curry; 913-205-8105 or [ecurry@att.net](mailto:ecurry@att.net) (5/23)

Full Rocker panels RH & LH, \$110 each or \$200 for both  
 Outer Rocker Section RH & LH, \$65 each or \$120 for both  
 Fender Repair panel RH & LH, \$70 each or \$130 for both  
 Splash panels RH & LH, \$18 each or \$30 for both



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**MGB**  
WITH 1600 CC ENGINE  
*Speedy MG Sport!*

... POWER in hand  
... Lovely to handle

**MGB 60th ANNIVERSARY**  
1962 - 2022

**Celebrating 60 Years of the MGB!**

To the minds of many, the MGB epitomizes the 1960s. That spirit of fun and freedom has been a part of our lives for sixty years—isn't that incredible! Mark this celebratory moment with limited edition 60th anniversary products, gifts and gear commemorating the legendary MGB. Stock is limited, so get yours today!

**Contact Us**

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800-667-7872  
Customer Service:  
800-689-9313  
Tech:  
805-681-3411



**britishsportscarlife.com**  
Your Car ... Your Story

**MGB DRIVER**  
I'm looking for MG Stories!

North American MGB Register  
P.O. Box 55, Whittington, H 62897-0055  
1800-626-4271 • www.namgbr.org

**Robert Rushing**  
Editor—MGB DRIVER Magazine  
mgstime@swbell.net — (314) 614-4671

Scott St. Clair, Owner  
ASE Certified Master Technician

**Scott's**  
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Blue Springs Mo  
816-229-AUTO

816-220-7171 816.229.2886  
fax 816.229.9395  
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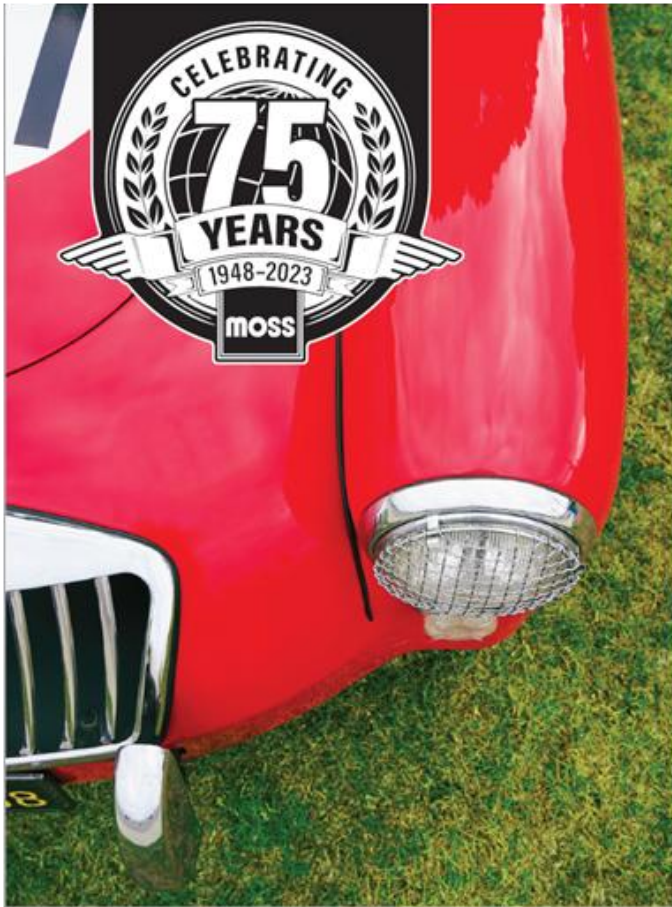
**GET YOUR FREE LISTING TODAY!**

**Step One:** Go to [BritishCarClassifieds.com](http://BritishCarClassifieds.com)  
**Step Two:** Create Your Account  
**Step Three:** Click the "SELL A CAR" Link and Select "Gold Plan"  
**Step Four:** Enter Coupon Code: **moss** on the Checkout Screen  
**Step Five:** Click "Apply" then "Next Step" to Launch Your Free Listing

Your listing will run for as long as it takes to sell your car.  
We deal exclusively with British cars, so your ad is sure to be seen by the right audience.

**Register Your MGA With NAMGAR!**

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).**



# 75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!"

What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



HELPFUL  
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2-YEAR  
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KNOWLEDGEABLE  
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## Abingdon Spares



*Since 1968 • Knowledgeable staff • Same day shipping • Best prices!*

### Quality New & Used Parts for MG T-Types and MGB

**Everything you need to keep your MG on the road.**

**800-225-0251**

**www.abingdonspares.com**

**\*\* ARTICLES NEEDED \*\***

We need articles for the newsletter!  
Please submit anything you would like to share with members to  
[rickmonica@kc.rr.com](mailto: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](mailto:rickmonica@kc.rr.com)

or

[membership@kcmgcc.com](mailto:membership@kcmgcc.com)

**Costs to Business Advertise**

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

<b>Ad Size</b>	<b>Cost for KCMGCC Members</b>	<b>Cost for Non KCMGCC Members</b>
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](mailto:membership@KCMGCC.com)



## Regalia

(cont. on page 33)

**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](mailto:schwamotorsports@icloud.com) or -Peyton (660)281-8020 [schwamotorsports@icloud.com](mailto:schwamotorsports@icloud.com)



# Regalia

(cont. from page 32)

**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.





# Join the Kansas City MG Car Club Today

IT IS A REAL BARGAIN AT \$20 PER YEAR. YOU GET ALL OF THE FOLLOWING:

- Monthly Newsletters
- Car Shows
- New Friends
- Rallies & Driving Tours
- Cars for Sale
- Advice
- Social Events
- Monthly Activities
- Tech Sessions
- Free Ads
- Technical Tips

Name: \_\_\_\_\_ Spouse/Other: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Cars (Year, Make, Model): \_\_\_\_\_

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

Email Address: \_\_\_\_\_ Phone or Cell Phone: \_\_\_\_\_

2nd Email Address: \_\_\_\_\_ 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

OR pay by **PayPal** at [www.paypal.com/paypalme/kcmgcc](http://www.paypal.com/paypalme/kcmgcc) and email the completed application to [membership@kcmgcc.com](mailto:membership@kcmgcc.com) or mail it to the address above.

Prorated dues for new members joining in the months of:

January	\$ 6.00	July	\$18.00
February	\$ 4.00	August	\$16.00
March	\$ 2.00	September	\$14.00
April	\$20.00*	October	\$12.00
May	\$20.00*	November	\$10.00
June	\$20.00	December	\$ 8.00

To join and pay online go to [www.kcmgcc.com/membership](http://www.kcmgcc.com/membership)

or scan



\* Pays through May 31<sup>st</sup> of the following year.

Dues for renewing members are \$20.00 covers the period June 1<sup>st</sup> through May 31<sup>st</sup>.