



# Kansas City MG Post

## Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 42 Issue: 5



### IN THIS ISSUE:

SPRING TUNE-UP	5
TALE OF 2 MGB/GTS—PT 3	7
DYNO DAY #2	10
CRUMB BREAKFAST	12
MIDGET MUMBLINGS	13
NEW SOCIAL LOCATION	19
LOANER LIBRARY	24
2023 CLUB CALENDAR	25
CLASSIC-FIELDS	21
REGALIA	26
AND SO MUCH MORE!	

### CLUB OFFICERS

**President: Rick Mills**  
RickMonica@kc.rr.com

**Vice President/Events: Dave Dobbins**  
satyr62@yahoo.com

**Treasurer: Larry Taylor**  
larry@taylorgroupcpa.com

**Membership Chair: Nancy Dannhauser**  
niddannhauser@yahoo.com

**Regalia: Chris & Peyton Coulter**  
cjcoulter@me.com  
peytoncloe@icloud.com

**Newsletter Editor/ Historian: Monica Mills**  
monicam1992@yahoo.com

**Members at Large: Dan Dannhauser**  
niddannhauser@yahoo.com

**Rob Pittell**  
susanandrob@everestkc.net

### Member Garage Tour

By Larry Taylor

At 10:00AM on Saturday, April 22<sup>nd</sup>, 16 club members gathered at the historic home of club members Byron & Mary Nicodemus in Lexington, MO for a Member Garage Tour (MGT). In attendance were Larry Taylor & Linda Drozd, Rick & Monica Mills, Bruce Miller, Fred & Sherrie Grant, Geoff Rollert, Mike Palmer & Mary Carol Swan, Paul Rios, Steve & Carol Olson, Tim Karman, Tom Berry, and Chris Armacost. Also in attendance was Byron's friend Rod who happens to live two houses away from Diane Cotton in Kearney, MO. The men gathered in the garage and checked out Byron's 1970 MGB, a 1960 Frogeye Sprite that is in the process of being restored, his son's 1971 Opal GT, and Mary's pristine 1967 Lincoln with suicide doors. Byron related the history and noted the finer points of each car while the Club members enjoyed coffee and snacks furnished by the club.



Byron Nicodemus

Meanwhile, Mary Nicodemus hosted the women in attendance in their 1840's era home. Mary gave the ladies a very detailed history and tour of her home. There was so much history to absorb and so fascinating. A second tour would be needed to have more time to see everything. Mary is a wonderful historian teller and is proud of her home.

At about 11:30 we all moved on to the Las Carretas Mexican Restaurant, which is next to the Cannon Ball Theatre in Lexington, for leisurely lunch and then everyone went their own way.

Thank you Byron and Mary. You were very gracious hosts and everyone truly enjoyed getting to know you better and seeing your collection of cars and your home.

We looking for other members to host a MGT. Please contact Larry Taylor if you are interested.

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

## KCMGCC Ladies Luncheon

By Susan Pittell

Our Ladies Luncheon on April 26th was a success. After realizing the NFL Draft was happening downtown, we had to change our original location to RC's. We had nine ladies show up at RC's in Martin City, which is under new ownership, but still has the same menu and staff.. Most of us enjoyed fried chicken and family-style side dishes.

Please join us for our next Ladies Luncheon on Wednesday, May 24th at 12:00 noon at Ponak's Mexican Kitchen, 2856 Southwest Blvd., Kansas City, MO. They have great Margaritas! 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.



## Member Garage Tour

(cont. from page 1)



From left to right: Mary Carol Swan, Linda Drozd, Mary Nicodemus, and Carol Olson. Monica Mills took the picture. Mary Nicodemus also mentioned that she has done a significant amount of restoration work herself inside the home.



(cont. on page 4)

# Member Garage Tour

*(cont. from page 3)*



## KCMGCC Spring Tune-Up

By Rick Mills

The Spring Tune-Up on April 8<sup>th</sup> was very successful. The coffee was good and hot and two dozen donuts were enjoyed by all. Our black '73 MGB/GT was first in, but other bay doors opened and in came Larry Taylor with his TR3 and Carl Ostenak's beautiful MG Midget. With our GT done, Paul Rios brought in his beautiful MGC/GT. It needed nothing except maybe a wheel bearing tightening. With Larry Taylor's TR done, in came Tim Karman's MGB with a new engine. It got the most garage time, as an oil change and valve adjustment was necessary. Paul's MGC/GT went out and in came Bruce Miller's green TR4A, IRS. What a beautiful car, but hard to grease. But we got it done. Now the little red Midget is done, so here comes Dan Dannhauser's Miata in for inspection, while Tim Karman's car is still being operated on.



As you can understand, Scott St. Clair, the owner, gave us three bays to work with and each bay got two or three cars to walk under and point out problems or fix what we could. We looked at or worked on two MGBs, two Triumphs, one MG Midget, and one Miata. Scott, Tony, and Mark, Scott's employees, were very helpful and I would highly recommend them for repairs of your everyday drivers. I know for a fact that we have had Monica's Buick LeSabre repaired there and Phil Nicholson had his Miata repaired also. Bruce Miller had his Honda repaired there. You won't be disappointed. Some people just showed up to watch and give advice like Denny Hale, Tom Berry, Steve Olson, and Grayson Hendrick, along with Dennis Shelley and most of all, Geoff Rollert.

After we were done and washed our hands, seven of us drove over to Sandy's Restaurant nearby for lunch.

*(cont. on page 6)*

# KCMGCC Spring Tune-Up

*(cont. from page 5)*



## A TALE OF TWO MGB/GTs — Part Three

By Mike McMullen

### Trek 2: LITTLE BLUE, Carmel, CA to Magnolia, AR, October/November 2022



After installing a new water pump in the hotel parking lot, new tires, and topping off the gearbox and differential (Jiffy Lube could not find “MG” anywhere in their computer – I furnished the oil and JL dutifully recorded, “*TRANSMISSION LEAKS PRIOR TO SERVICE! REAR DIFFERENTIAL LEAK PRIOR TO SERVICE!*”), October 26 found me back in LB’s cockpit



headed to Kingman, AZ after a stop at some favorite wineries in the Central Valley – Adelaida and Tablas Creek. If there is a better MG backroad than CA wine country, it must be on another planet.



Driving with expired WA plates (12 years ago!) and needing my wits about me for all the challenges ahead, mechanical and otherwise, I was careful not to over-imbibe.

The trek from Paso Robles to Barstow was uneventful until after arrival, when the death-rattle of a worn throw-out bearing (immediately preceded by two “GEWAWK!”s from a road-kill eating buzzard in a nearby tree, no I’m not kidding), paused the trip for a few weeks.

Not having the parts or time to do it myself, I left LB at a shop that promised years of experience replacing MGB clutches. Three weeks later, L B was ready – after the first mechanic was fired for embezzlement, and the new guy just smiled and said, “Huh, I’ve never done one of these before!” Ugh. Although he broke the temp gauge tube in the process, LB was back together and we hit the road for Kingman.



(cont. on page 8)

## A TALE OF TWO MGB/GTs — Part Three

(cont. from page 7)



I took my time (5 days) and traveled Route 66 for much of the journey, eating at ancient roadside diners like the Wagon Wheel in Needles, and exploring tiny towns that were left behind decades ago by the very efficient and equally boring interstate highway system. I stayed in the John Wayne Room at the 1937 El Trovatore in Kingman, and a real treat, the 1939 Blue Swallow Motel in Tucumcari.



The latter is so well preserved that the original rotary phones from the 40's are still in use, and being a true "motel", guests park their vehicles in a garage attached to their room.



I ate at the original "Kix on '66", drove lonely roads dotted with abandoned gas stations, drank beer at the local

bars, and generally immersed myself in a time gone by. Only the car seemed to fit! People were friendly (not looking at their phones!), in no hurry, and had time to meet a stranger who drove a funny car and clearly needed a shave. I'll never forget walking into a real roadside dive one night and, like Tom Joad in the *Grapes of Wrath*, a fellow watching me with tremendous empathy and saying, "Hey buddy, are you hungry?"



L B seemed much at home and drove flawlessly (except for the heater valve water leak onto the distributor – which presented a rather urgent choice: no engine or no heat?; a new noise from the gearbox – I discovered the shop in Kingman had put ATF in it, which surprisingly works okay, but being thinner leaks out more; a loose battery cable connection that momentarily caused the whole world to go very dark and quiet at 70 MPH one night in the sticks of AZ; and a speedometer gremlin that taught me how to determine speed with mile markers and a stopwatch).

(cont. on page 9)

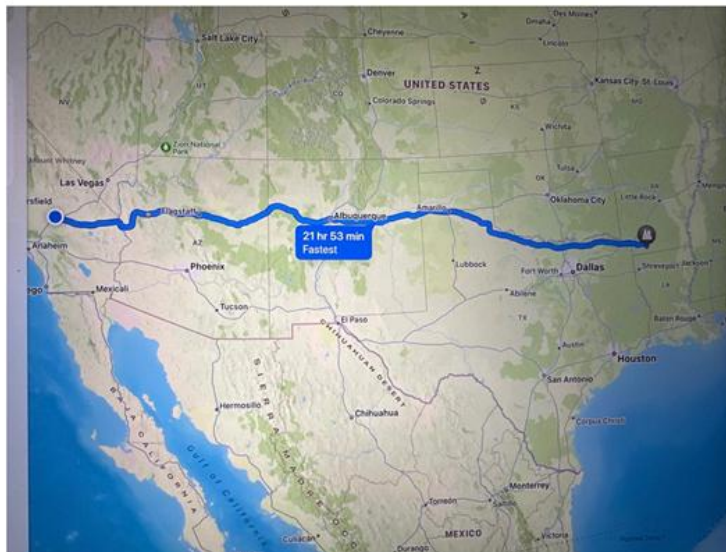
## A TALE OF TWO MGB/GTs — Part Three

(cont. from page 8)

In Texas I stopped at the weird “Cadillac Ranch”, where kids still spray-paint the row of cars pointing skyward, and, for probably the tenth time, had an offer on L B. This usually happened right after the comment, “wow, haven’t seen one of those running in years.” Fortunately, my wife wasn’t on the trip or LB might have been sold...



I left LB with my new MG friend, Kevin, in Magnolia, who would do some body work on her and other upgrades. Kevin sold me Primrose earlier in the year, and Part Four will conclude this series with the story of how Primrose made it home, or rather, almost didn’t, last May. Primrose is getting a restoration, including an overdrive and engine rebuild, new wiring harness and interior. LB will get an overdrive but is otherwise staying together, all original, so I can have an example and some hope of putting Primrose back together properly... and meanwhile still sports those 12-year-old WA plates.



## DYNO DAY-THE SECOND

By Geoff Rollert, the Junkyard Dog

Plans well laid always turn into a beautiful life experience!

If living in the moment is for you, a vintage British car is your vehicle. Multiply that by eight British vehicles and eight human souls and you definitely have a life experience on steroids.

What more could you want out of life? Like my good friend Russ Circle (past president of the club) used to say, "Damn the torpedoes".

Jim Hager was first on the docket with his MGC/GT. I was a little nervous when he called and said smoke was filling the cockpit, leaking out of the wiring loom when he turn the lights on. I said, "Turn off your lights and you'll be fine, you'll be home before dark anyway". He was actually 15 minutes early for his appointment. Kent Prather listened to his car when he arrived and decided the plugs needed cleaning. After that, it was running much smoother. Once again, Jim got the most improvement out of the eight of us, (Dyno King for a day)!

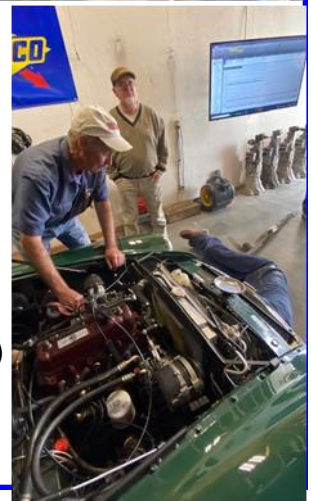


Mike Palmer was up next. When he raised the bonnet, we all decided it was very well detailed! Mike was concerned about his oil consumption; we thought maybe it was running rich. It had floating needles and without a kit, you can't change to stationary needles. Some other adjustments were made, and it was suggested to run high-octane fuel as the engine was not totally broken in yet.

Third in line was Tim Karman, and Grayson Hendrick looking on, of course! We have a new motor in the car, so the required multiple head torquing and valve adjustment had been made in advance to save time. I was a little nervous the thing was going to blow up, since we had sooo- much trouble with Grayson's motor! We were having a little trouble with the timing mark and I think at one point, the sensor flew off. We did get improvement in performance, and the motor got happier in the end.



Fourth was Denny Hale. When they looked at the needles, they were paper-thin! New metering needles were installed and it Dyno'd well. It seemed to have a lot of torque for a stock-cam motor.



(cont. on page 13)

## DYNO DAY-THE SECOND

(cont. from page 12)



Next was Paul Rios. I really appreciated him committing to coming in his MGC/GT with a chance of rain! I missed watching that one as Scott Hughes and I had to get lunch (Glory Days Pizza). He told me later that improvement was made in the performance of the car.

We all took a few minutes to indulge in lunch. I asked Jesse and Kent if they needed to have time aside for lunch, and they said, "What for? It only takes

30 seconds to eat a piece of pizza!" Prathers do everything fast!



Next in line was our "prez", Rick Mills. I found out in this situation that with HIF 4's, the mixture is adjusted with a screw on the side of the carburetor. New info for me. We realized on the first pull, he had no mechanical advance. Of course "Rick, the old parts dog" had a new distributor in the boot for his '73 MGB/GT. While we were running the car on the Dyno, Steve Olson decided to dismantle the old distributor and had it working before we were done! Rick will keep it as another spare. Keep that talent a secret Steve, or you'll get volunteered!

Then it was my turn. My intention was to bring a car I bought from my long time friend, Karl Mayo. It's a 1970 MGB I had tried to get on the road 10 years ago! Life seems to get in the way sometimes, but that's not going to

stop me! I installed a new clutch master cylinder and slave cylinder and thought I had it covered. Brain fart! The clutch hose self-collapsed at the last minute. It was running but I couldn't get it on the trailer. Well, I needed to fill a slot in the day in case something happened to someone's car. My solution was a donor car I had bought about a month ago and I thought: what the heck, I'll take it! I didn't bother to tell the Prathers that I didn't meet the criteria, oil change, valve adjustment, new plugs, etc. The only glitch was after the last pull on the Dyno, she decided to dump the radiator on the floor. Actually, the final specs looked incredible for an old rusty '76 B!



Last, but not least, was David Dobbins with his MGC/GT. I scheduled him last because he still works for a living. What a shame! He needs to retire so he can do what all of us do, pay instead of getting paid.

That makes three MGCs in one day, eight cars in all, and a lot of fun was had by all. I may even have a few new patrons for next time around!



## Crumb Tuesday Breakfast

*By Larry Taylor*

On Tuesday April 18<sup>th</sup>, 15 Triumph and MG club members met for the monthly Club Retired Unemployed Members Breakfast, or CRUMB, meeting at Roxanne's Café in Platte City. The weather was a little cooler than it had been and the drive was a bit farther for many which accounted for the lower attendance. However, we had a private room, the food and service was excellent and we will try this location again to see if we can get better attendance. Michael Robins, a Triumph Club member in St. Joseph, was thrilled for us to have had a meeting closer to his home. Suggestions for other breakfast locations in the Northland area are welcome.

The next CRUMB meeting will be at 9:00 AM, Tuesday, May 16th at Pegah's Family Restaurant, 5354 Roberts St., Shawnee, KS 66226 (near Johnson Drive and K-7 Highway). **NOTE:** This is the Pegah's in Western Shawnee, **NOT the Pegah's in Lenexa** where the Socials used to be held and **NOT the Pegah's at Johnson Dr & Nieman**.

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 meetings 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*

On a recent club Dyno Day, we discovered mostly less than optimum fuel-to-air mixtures. No great surprise there. When our cars were designed, the carbs were tailored to meet the emissions laws in effect at the time first, and to make the tires spin second. Most of us have different priorities these days. And many of us have made modifications to cams and compression ratios and air cleaners and such that change the game the carbs are expected to play. Luckily, there are needles and jets available if simple adjustments aren't enough to get the mix closer to perfect.

Another thing we discovered was ignition timing that was often not exactly spot on. 32 degrees advance with the vacuum disconnected and the centrifugal fully in is what is considered the sweet spot. So the timing was always checked before trying any other tuning. And in the case of Rick Mills' MGB/GT, that uncovered a problem. At idle, it was at 22 degrees and at 3000 RPM it was still at 22. The centrifugal was doing nothing. While Rick pulled a spare new distributor out of his stash in the boot, I opened up the old dizzy. Sure enough, the weights were stuck. A bit of prying and some spray lube got them moving again so that distributor will make a great spare.

Nearly any British 4 cylinder engine uses a distributor that looks the same and will bolt right up and make the car run. Many vendors sell new distributors that they say will replace our old ones. But originally, they were not all the same, they were tailored to meet emissions laws and to get the most out of each engine. The weights in the centrifugal were different, as were the springs that pull them back. The result is that advance occurs at different RPMs. Plus, the total advance limit is different. If that isn't enough, the vacuum advance units are specific to each car also. Yes, they will all bolt up, but they have different internal springs that control how much vacuum it takes to move them as well as different maximum limits on how far they will go. In the late 1970s, MG and Triumph used vacuum retard units instead of advance (sometimes both) and attached the hose to a ported spot on the carb that has vacuum only at idle. Those distributors built for vacuum retard had centrifugal advance with higher limits. So you can see that mixing and matching these units without knowing what you are doing can create a less than ideal situation. Just looking at the outside of the distributor and reading numbers stamped on it tells you little. Some previous owner or shop may have traded out the internal parts.

Any new distributor with its generic advance parameters will make your car run and probably be an improvement over your old worn out one. But it will likely not fully optimize mid-range performance or emissions. Most of the time, we drive our cars with the skinny pedal not mashed fully into the carpet. So mid-range optimization is important as well as max power at wide open throttle.

I chose to have my distributor rebuilt by a specialist who tailors each one to the engine it will run in, plus any major changes I have made to it. There are a few specialists nationally doing this work and their prices are generally in line with the cost of a generic new distributor.

At a minimum, you might want to pop the cap off of your distributor and give the rotor a twist. It should move a dozen or so degrees and then return smoothly and easily on its own. And try pulling the vacuum hose off the carb or intake manifold where it is connected and sucking on it. There should not be any leaking and you can note whether it advances or retards the ignition. If it retards, it then you best not hook that hose to the manifold where it gets vacuum full time. These are checks you can do in a few minutes without special tools. Then you can think about whether you might want to delve deeper into the subject of ignition timing.



## Spring All British Car Show

**WHEN**

Saturday, May 13, 2023  
10:00 AM CT

**WHERE**

704 SE Oldham Court, Lee's Summit, MO  
64081

 [Add to Calendar](#)

**HOSTED BY****KC Triumphs and Aristocrat-Lee's Summit**

- All Vintage, Classics, Exotics and Friends of British invited
- No registration fee, No judging, No awards
- Complimentary food truck lunch (for driver and one guest)
- Event dash plaques
- Photo of car and driver
- Show hours 10:00 - 2:00
- Check-in opens at 9:30

The Church of the Resurrection is having their car show on June 10<sup>th</sup>. You can “show” your car to be judged for \$30 or “display” your car for \$25. This is a fun show with all types of cars. The proceeds go to outreach ministry. The link to register is [www.resurrection.church/events/car-show/](http://www.resurrection.church/events/car-show/) and click on “Show Car.” Questions? Russ Sifers (Russ@VALOMILK.com).

Resurrection  
**CAR  
 SHOW**  
 20TH ANNUAL



Supporting Hunger Relief and  
 Car Repair Ministries

**Saturday, June 10**  
**9 am - 1 pm**

This FREE event attracts families and car enthusiasts and features exhibitors across multiple classes including Custom, Stock, Sports, Foreign and Domestic, and Classic and Contemporary!

Food trucks, live music and other activities will be a part of the show.



All money raised from participants and sponsors goes to support our Resurrection Hunger Ministry that serves those who are food insecure in Kansas City and our Car Repairs Ministry that provides services to individuals in financial distress who otherwise could not afford to keep their vehicle running.

**Sign up to show your car  
 today!**



**Judged or display only options.**  
**Scan this code or visit**  
**[resurrection.church/cars](http://resurrection.church/cars)**

LOCATION: RESURRECTION, A UNITED METHODIST CHURCH  
 13720 ROE AVE. LEAWOOD, KS



*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](http://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

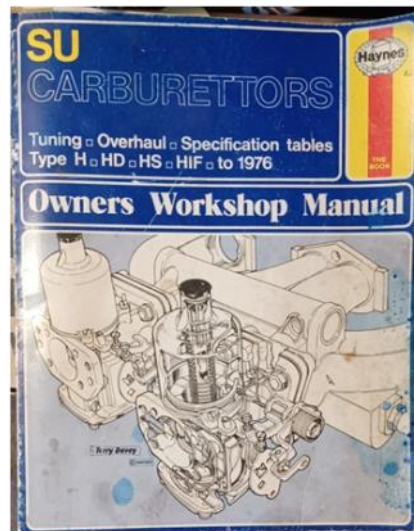
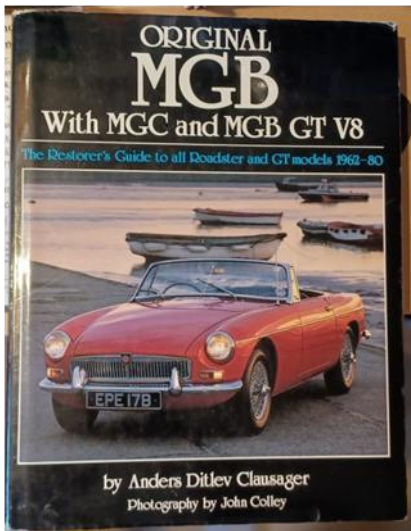
**RSVP for BBQ by June 10th**  
**on Registration Form or to [GOBMCpres@yahoo.com](mailto:GOBMCpres@yahoo.com)**

## 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



YOU MIGHT  
**OUTRUN ME**  
BUT YOU'LL NEVER  
**OUTFUN ME**



**MGB**  
MAKING GRINS BIGGER  
SINCE 1962

### MEMBERSHIP STATUS

We have 117 members.

## 2023 CALENDAR OF UPCOMING EVENTS

### May 2023

9th, Social, Location TBD  
 13th, Spring All British Car Show, Aristocrat  
 16th, Crumb Tuesday Breakfast, Location TBD  
 20-21st, SLIM Run, Dave Dobbins (See Evite)  
 24th, Ladies Luncheon, Ponak's Mexican Restau  
 May 27-June 4th, Drive Your British Car Week

### June 2023

10th, Drive to Manhattan, Michael Wilds  
 13th, Social, Location TBD  
 20th, Crumb Tuesday Breakfast, Location TBD  
 27th, Croquet at Kactus Creek, Larry Taylor  
 28th, Ladies Luncheon, Location TBD  
 29th, Great Race Lunch, Emporia

**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—New Location\*

We will be having our Social the next three months at Jumpin' Catfish.

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

Please join us Tuesday, May 9<sup>th</sup> for this month's event:

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)

**Service & Repair**  
Major Mechanical  
Performance Tuning  
Engine Management  
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  
[gummball1@gmail.com](mailto: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](mailto: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, 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 21)

**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](mailto:mgbgt@stlbrits.com) for more information or see <https://mg-stuff.stlbrits.com/for-sale/> for more details and pictures. (04/23)



**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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**\*\* 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 27)

**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 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.



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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- 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>.