



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 43 Issue: 10

October 2024

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HEARTLAND ALL BRITISH

By Ed Curry

The British Iron came together in record numbers at this year's Heartland All British Car & Cycle Meet—the turn-out of 138 cars topped last year's 115. The Merriam Farmers Market was again well-suited with its large capacity lot and big shady pavilion. While Triumph and MG car counts held steady, Jaguar, Austin Healey, and all others added to the increase.

Early registration was notably higher this year possibly due to online registration and payment. This was the first time it was offered and involved a significant setup. The credit card fees took a bit out of show revenue, but advance registration helped the committee to plan the event more precisely.

Also new this year was the inclusion of a donation to a charitable partner. A \$1,000 donation was made to HopeKids.

The Cookout and Boot sale, held the night before, was also well attended. Approximately 100 people attended, and consumed copious amounts of hot dogs, brats, Zarda's baked beans, potato salad and bags of chips. All was covered in the registration fee. About 10 Boot loads of vintage bits and pieces were traded.

Special thanks to the volunteers (all KCMGCC and Triumph club members) who directed traffic and counted ballots; Chris Armacost, Tom Berry, Bill Cunningham, Pat Barrett, Dave Sedgwick, Ron Ray, Dan Sullivan, Steve Peak, Keith Jordan, Steve Vehlewald, Jeff Givens, and Craig Simon.

(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 an MGT. All a host has to do is furnish the garage space and perhaps some coffee and doughnuts. MGT's generally are on a Saturday about 10:00 AM and may be followed by an optional lunch at a nearby restaurant afterward.

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

MEMBERSHIP STATUS

Welcome returning member:

Frank & Beth Oddo who live in Leawood, KS and own a '52 MG TD.

We have 152 members.



TRIVIA QUESTION

By Denny Hale

What: In 1963 when Jan & Dean sang "*Surf City*", what year was their Woody Wagon?

(Answer on page 3)

HEARTLAND ALL BRITISH

(cont. from page 1)

Here's this year's club members winning MGs and other British Cars by class:

B Frogeye Sprite 1. Steve Dupus '60 Sprite	J TR2 & TR3 1. Ed Curry '57 TR3 2. Larry Taylor '60 TR3A
C MGA 1. Tom Berry '60 MGA Coupe 2. Kent Prather '62 MGA	L2 TR6, '75 on 2. Bob Aguilar '75 TR6
D1 MGB/MGB-GT 62-71 1. Dean Wheeler '71 MGB 2. Scott Hughes '67 MGB 3. Tyler Hughes '69 MGB	M Spitfire/GT6 1. Roger Elliott '68 GT6 2. Stephen Randolph '64 Spitfire
D2 MGC/MGC-GT 1. Paul Rios '69 MGC/GT 2. Dave Dobbins '68 MGC/GT	O2 Jaguar '75 on 2. Jerry Vinson '91 XJS
E MGB/GT '72-'74 1. Bob Aguilar '72 MGB 2. Drew Helgeson '72 MGB 3. Rick Mills '73 MGB/GT	P1 Mini Classic 3. Don Ipock Morris Pickup
F MGB/GT '74.5-'80 1. Diane Cotton '78 MGB 2. Geoff Rollert '78 MGB	S British Saloon/Other 1. Steve Dupus '65 Morris Minor Pickup
G MGT SERIES and PRE-WAR 1. Chris Bouldin 1935 MG NA 2. Bryce Fawcett 1950 MG TD 3. Dallas Allison 1954 MG TF	T British Sport 3. Simon Dix '97 MGF
H MG MIDGET/AH BOX SPRITE 1. Steve Dupus '71 MG Midget 2. Roger Soule '76 MG Midget 3. Steve Olson '76 MG Midget	W British Cycle 2. Mick Wheeler '72 Triumph Daytona 3. Mick Wheeler 'BSA Victor Special

Go to:
<http://heartlandallbritish.com/2024show/event/AllBritish2024winners.html>
to see a list of all winners and pictures.

(Answer to Trivia from page 2)

Answer: "I've got a '30 Ford wagon and we call it a woody. You know it's not very cherry, it's an oldie but goodie. Well, it ain't got a back seat or a rear window, but it still gets us where we want to go."

My Honor Flight to Washington DC Wednesday, September 25, 2024

By Tom Berry, TM2SSDV

As some may or may not know, during the Vietnam War and the Cold War, I served as a Torpedoman and Diver aboard the fast attack submarine USS Permit SSN 594. During our times back here in the US, many times military personnel were not well treated by some civilians. Honor Flight groups across the US do a great job making up for that with their Herculean efforts regarding veterans from all eras.

I was recently honored by being asked to be on a flight to Washington DC to tour the many monuments and memorials there. This flight and tour was a very impressive and well done tour by Heartland Honor Flights. Please look them up on the internet or go to their Facebook page to learn more about this fine organization. Let me pause here to let everyone reading this know that I am not the only KCMGCC member to be so honored. Mike Palmer made this flight last year.

The large group of veterans, from all of the services, that I was with were flown on a charter flight to DC and taken on luxury buses to visit many of the memorials in DC. The flight, once on the ground, was greeted by DC Fire Trucks with their water cannons going high into the air over the aircraft. We were shown the memorials to all of the foreign wars, to all of the military services, to the 911 tragedy of Flight 77 at the Pentagon, and to some individual memorials as well, such as the memorial park for Franklin D. Roosevelt, one of the most beautiful in DC.

Our return flight was delayed due to a mechanical difficulty with the aircraft. I'll spare you the details of that, but we were eventually put up in a luxury hotel, supplied with great accommodations, and a breakfast the next morning, then bussed to Dulles International Airport for the trip home.



Tom Berry by a WWII Memorial

During the flight home, the Honor Flight personnel surprised us with a "Mail Call". The Honor Flight people had managed to contact some close friends and family without our knowledge and requested letters to us, those veterans on the flight, and presented them to us as though we were receiving them as we did at a "Mail Call" when we were in the service. Most of us were very surprised at the mail we received and at the sentiments expressed by friends and family. I received some mail from KCMGCC members that I will cherish always.

(cont. on page 5)

My Honor Flight

(cont. from page 4)

This Honor Flight was, to me, truly an honor and I am happy that Monica Mills offered me the opportunity to share the highlights of it with my fellow club members and to offer a special thanks to those who participated in it.



Washington Monument



L to R: Steve, another Navy vet;
John Bingham, Guardian; & Tom



Vietnam War Memorial



Korean War Memorial



Tomb of the Unknown Soldier

This Month In MG History

By Ed Cooke

Abingdon Spares September Newsletter

This month in MG History...September 1956, after the MGA roadster appeared, MG announced the MGA Coupe. The coupe was based entirely on the roadster's mechanicals, and much of the roadster body panels were used, with some minor and few major modifications. The coupe top was welded to the body during assembly, and the doors and windshield surround were much different than the roadsters. The doors were altered to contain roll-up windows, as well as exterior and interior door handles, neither of which the roadster used. Mechanically, the coupe was identical to the roadster, although the top and other additions add nearly 100 lbs to the total weight. However, its smoother profile gave it a bit more top speed. The coupe was an early example of the trend towards GTs in the sports car evolution. Early on, the coupes were often donor cars for roadster restorations, but their relative rarity and unique charm has made them very collectable today.

The MGA coupe was available in all the model's variations, 1500, 1600, 1600 MKI, as well as the Deluxe variant, and the Twin Cam. The coupe remained in production alongside the roadster until the end, July of 1962.

Colorado English Motoring Conclave Car Show

(cont. from page 8)

Sunday was the car show itself and the weather was near perfect, sunny, and a bit warm. That many cars spread out over a large park meant lots of walking, which I enjoy less than when I was younger. Used parts vendors were once a big attraction, but only a few still bring treasures to sell, thanks to the Internet. We enjoyed visiting with old friends and met some new ones. Selecting my favorites in the 40 classes and drooling over all the sparkling cars, filled the morning till voting ended at noon. Lunch was hot dogs or brats while votes were being tabulated, and then the awards presentation began. For a change, my class was not the last one announced. Our TR8 was one of just three Triumph Wedge cars, but managed to take first place. By 2:30 pm, we were on the road toward home. With a start that late in the day, and the time zone change, we wasted no time heading back to Hays Kansas. It was a stretch, but we checked into our motel and headed to the pub to eat a late supper.

Monday, we slept in a bit before heading home. The day was warm with huge ominous thunderstorm clouds behind us. We almost always travel with the top up and this time, it was nice to turn on the AC as well. The rain mostly went around us, and with the cruise control set on 75, the miles melted away. By mid afternoon, we were home safe and sound.



Midget Mumblings

By Steve Olson

Saturday, September 21st, St. Louis British Car Show report. My alarm went off at 05:00 and I crawled out of bed. I checked the weather forecast and it showed scattered thunderstorms across the state, but the St. Louis area looked dry. So I got dressed, ate a bite of breakfast, and downed a few cups of coffee, and fed the cats, coons, deer, birds, and other outside critters. By the time I set the GPS for the park in Creve Coeur and backed out of the garage, it was getting close to 6 AM. Still dark, but no rain in sight. I rolled onto the Interstate and set the cruise control for the speed limit.

Soon I could see lightning in the clouds off to my left and more a bit further away off to my right. Perhaps I would scoot between storms. But about an hour from home, huge drops began pounding the windscreen. At road speed, I didn't even need to turn on the wipers. The free car wash lasted almost an hour before I saw dry pavement again, but a bit of rain didn't slow me down any. When I started hitting the suburbs of St. Louis, I made a pit stop and filled the gas tank. Then I drove on into the show about 9:30 AM and paid my registration fee.

I noted the show field was even rougher than last year and, of course, my class was about as far away from the food and rest rooms as possible. I got parked and began wiping off the bugs and road grime with some quick detailer. I put the top down and opened the bonnet and was ready before the voting began at 10:00. For the next couple hours, I chatted with folks, voted for my favorite car in all the many classes, and drooled over 150 or so British cars. Along the way, I ran into Dennis Scanlon who still drives an MGA coupe that he used to bring to our shows in Kansas City. Fun to catch up on mutual friends that we hadn't thought much about in the last dozen or more years.

Lunch was a burger and soda from the Boy Scout troop. I checked the raffle winners and found I had won a big bucket of products from O'Reilly. The bucket was way too big to fit into the boot but the passenger seat was empty so I buckled the seat belt around the bucket. Vote counting finished early and by 1:30 PM, we gathered to learn the winners. Once the ceremonies concluded, I climbed in the car and headed home.

Back on the Interstate, I drove an hour before taking a body break and topping off the fuel tank. Then back on the road and headed home. Before 6:00 PM, the car was back in my garage and I was parked in my recliner watching TV. Making this a one-day event that included 500 miles of driving was my choice. I've done it that way in years past and will likely do it again next year. I like driving my British cars.

Colorado English Motoring Conclave Car Show

By Steve Olson

The Colorado English Motoring Conclave is a car show event that I attended again this year. A bit of background: This was the 41st annual. The two day event is held in Arvada which is a Denver suburb. The show is Sunday with 400 or so British cars on the field. Saturday there is a simple rally covering around 100 miles of scenic Rocky Mountain roads.

We have attended perhaps a dozen times over the last couple decades and always have a great time. And when you drive a vintage British car the journey getting there and back is a major part of the experience. In recent years we have gotten that routine down to what may be a rut. We drive about half way on Thursday stopping in Hays, Kansas. Motels there are less expensive than further West and we like the food at a pub a block from the motel. And our drive only takes around 5 hours from KC on scenic Interstate 70 driving the speed limit of 75 MPH. We did that this year without any issues.

Then on Friday we have about the same amount of the big road to drive. This year as we were in stop & go traffic thanks to construction that reduced the Interstate to a single lane, the Triumph just died and refused to restart. We were blocking the one lane so a couple guys jumped out and pushed us out of the way. I quickly discovered the fuel filter in the engine bay had nothing in it. Good news, it was not dark or stormy and I always pack an inline fuel pump for just such occasions. Bad news, it was packed in the very bottom of the boot. I unloaded our luggage and lots of other things to get my spare pump. I plumbed that into the fuel line where the filter normally resides and wired it up with its alligator clipped leads. We were back on the road in half an hour. Days later I would figure out the culprit was the inertia or roll over switch that shuts off the fuel pump in case of a collision.

The Saturday rally is always a challenge what with unfamiliar roads, instructions that don't mention if the current leg is a block or 10 miles long, and difficult to spot answers for the many questions. Plus the roads are also being used by lots of bicyclists. So no surprise about 25 miles in I missed a turn and ended up on a one way ramp to I 70. Unable to turn back we ended up in Idaho Springs which is a lovely town we have visited many times. I had also neglected to pack along any kind of state or local maps. The rally instructions just listed roads and turns with no indication of what towns we should be passing through. We did know the name of the restaurant where the rally would end but consulting the Internet that turned out to be a chain with a couple locations in the general area. But we knew the GPS would take us back to our hotel and we had plenty of fuel so we found a scenic loop road sign and took that. It took us along some great mountain roads and the aspens were near their peak of golden beauty. It also had us up above 11,000 feet of elevation. The car ran fine but I felt the effects of the thinner air. As we headed back down toward Denver we found fast food and arrived at our motel in time for a short nap before cleaning up the car. Then supper at a local diner and an early bedtime as we adjusted to the time zone change.

(cont. on page 6)

Lake Garnett Grand Prix Revival “Save the Track” Repairs Update

By Russ Sifers

Update: September 22, 2024.

I was down to Lake Garnett for our committee meeting on September 21st. The track should be repaved before the end of the month. The dips have been removed and the road is smooth.

We even have a new trailer.

All events are just about filled up. www.LGGPR.org.



Membership Renewal Notice — FINAL REMINDER!

Individual memberships in the Kansas City MG Car Club **expired on June 1, 2024**. We are planning many exciting events in 2025 and hope you will continue to support the club by renewing. **Annual dues are \$20** and cover the period from June 1, 2024 to May 31, 2025. There are three easy ways to renew your membership:

- 1) **Make your check payable to KCMGCC** and bring it to any club meeting or event or mail it to Larry Taylor, KCMGCC Treasurer, 6680 NW Hickory Dr., Parkville, MO 64152;
- 2) **Or**, pay in cash at any club meeting or event;
- 3) **Or, go to the website** and click [PayPal Payment](#) or the QR code to send your payment via [PayPal](#). Please indicate “2025 Renewal” and your name in the add-a-note section.

Please let me know of any changes in your contact information or classic vehicles owned. **If you have already renewed your membership, please contact me.** If you are not renewing, we are sorry to see you go. Your reason for leaving would be appreciated.

Thank you and we look forward to seeing you at a club meeting or event soon.

Nancy Dannhauser
membership@kcmgcc.com
 816-820-2986

HEARTLAND ALL BRITISH

By Rick Mills

I saw almost 140 British cars at the Heartland All British Car Show on September 1st. It was a beautiful day for a show.

We saw for the first time at the show a 1935 MG NA belonging to Chris Bouldin. What a sight, and it was his father's car so he's lived with it all his life. Hopefully, Chris will give us the rest of the story in the near future. (Watch for his story in the November issue.)



Also at the show was a 1967 MGB that belongs to Scott Hughes, which has not been running for a very long time. Scott knew Geoff Rollert had the car at his house to change the transmission, but he did not know that Geoff and Tim Karman were going to put in all new interior, including carpeting and seats, and bring it to the Heartland and present it to Scott as a surprise. The special bonnet prop was also a surprise as the original bonnet prop was not available.



Many of our club members were awarded trophies (see page 3).



Brits In The Ozarks Car Show

By Monica Mills

Saturday, September 7th, was the annual Brits in the Ozarks Car Show. A short week from the Heartland All British on Sunday, September 1st. Rick and I headed south on Friday, along with Denny and Ruth Hale. Perfect weather all weekend. We stopped in Carthage for our usual lunch at the Deli on the Square. We then headed on the back roads to Springdale, AR to the Holiday Inn and rested up before the BBQ hosted by the British Iron Touring Club of Northwest Arkansas. This was their 22nd (mostly) annual car show. Always a great turnout for this show. About 150 cars were present. (See the photo gallery for show pictures: <https://britishironnwa.org/photo-gallery-brits-in-the-ozarks-2024/>)



11th Annual **LAKE GARNETT** GRAND PRIX REVIVAL

PRESENTED BY:
WITTMAN NAPA AUTO PARTS



OCTOBER 12-13, 2024



Register at: **LGGPR.ORG**

- **Racing Exhibition • Track Event • Autocross**
- **Car Show • Spectator Rides for charity.**

Thanks to Our Sponsors:





Save this Date

June 27 – 28, 2025

Greater Ozarks British Motoring Club Presents “Brits at the Post”



The Greater Ozarks British Motoring Club will be holding our 23rd Annual British Car & Cycle Show on June 27th & 28th 2025.

Friday, June 27th

There will be a BBQ picnic for all registered participants at our host hotel, Best Western, Route 66, Rail Haven, located at 203 S. Glenstone Ave, Springfield, MO 65802. The hotel will have a special room rate for all paid participants.

Saturday, June 28th

The GOBMC Car Show is being held at the American Legion Post 639 located at 2660 S. Scenic Drive, Springfield, MO. A very picturesque location with grass and shade trees in many areas. The car show opens at 9 am. with Awards presentations at 2:30 pm. There will be food & drinks for sale provided by Boy Scout Troop 1890.

More details will soon be available identifying the show schedule, registration, and host hotel by click on this link: <https://gobmccarshow.com/>

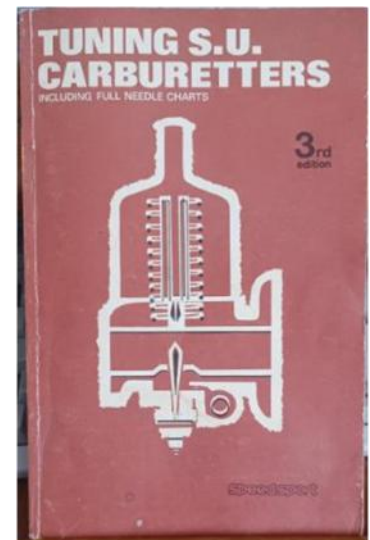
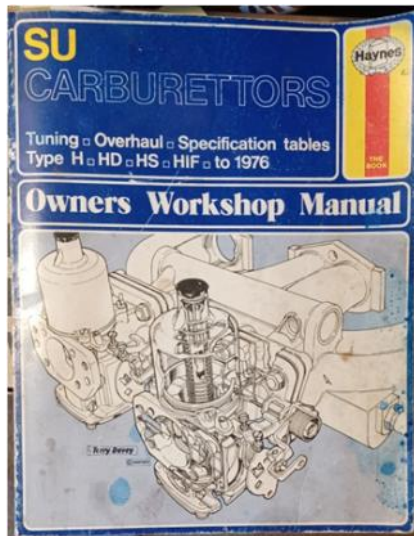
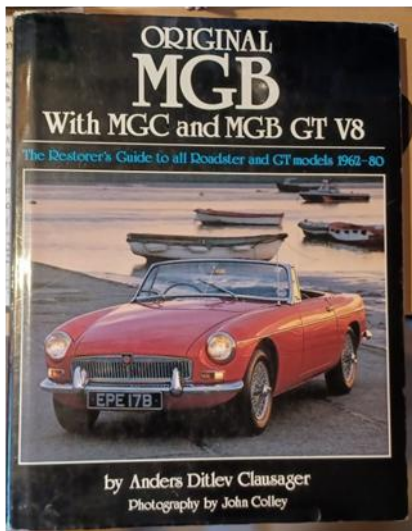
Until then, please mark your calendar for June 27th & 28th for this year's Greater Ozarks British Motoring Club Car & Cycle Show. Hope to see you there. If there are any questions feel free to call Bob Eft at (319) 427-4272 or Jon Joyce at (417) 630-8087.

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 Carburettors, Tuning-Overhaul-Specification tables-Type H, HD, HS, HIF to 1976
3. Tuning S.U. Carburettors, 3rd Edition, Including Full Needle Charts, Speedsport 1975



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)



2024 KCMGCC CALENDAR OF UPCOMING EVENTS

October 2024

1st, Board Meeting, Location TBD
 8th, Social, Zarda BBQ
 15th, CRUMB Breakfast, Rae's Café, Indep.
 30th, Ladies Luncheon, Italian Bistro, OPKS

November 2024

2nd, Kent Prather Garage Tour
 12th, Social, Zarda BBQ
 16th, Chili Cook-Off, Larry Taylor's Home
 19th, CRUMB Breakfast, Pegah's, Shawnee, KS
 27th, Ladies Luncheon, Location TBD

December 2024

7th, Christmas Party, Location TBD
 17th, CRUMB Breakfast, Roxanne's, Platte City

NOTE: The full page calendar for the year is now on the website, kcmgcc.com/events.
 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 October 2024 Monthly Social ****

Please join us on Tuesday, October 8th at:

Zarda BBQ
 11931 W. 87th St. Pkwy
 Lenexa, KS 66215

Meeting starts at 7:00 P.M.; come early and enjoy some great food.

Please RSVP to the Evite when you are notified.

Club Member advertisements

FOREIGN CAR ENTERPRISE



CRAIG VAUGHAN
FORCARENT@AOL.COM

2342 HOLLY
KANSAS CITY, MO 64108

(816) 471-6687

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

Local Used MGB Parts

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



CLASSIC-FIEDS

For Sale: 1975 MGB.

- BRG/black leather with white piping.
- Overdrive.
- Carb conversion to dual SUs.
- Upgraded leather interior, and top in great shape.
- Chrome wires in great condition.
- Original owner since new, babied.
- Older restoration and then mostly a garage queen.
- **NEW Price \$8,500 FIRM.**
- Contact Mike McMullen, 816-582-3506;
mike.c.mcmullen@gmail.com. (08/24)



For Sale: From 1971 MGB. Front doors with glass and regulators. **NEW PRICE: \$100 each.** As removed from 1971 "B"



Very nice seats. Left and right from 1971 "B". **NEW PRICE: \$350 for the pair.** Contact Mick Wheeler, 816-522-0230. (10/24)



CLASSIC-FIEDS

(cont. from page 17)

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 Sale: This hard top was included with a '74 MGB I acquired three years ago and have never used. It appears to be in good condition other than needing the rubber gasket replaced.

NEW PRICE: \$225 OBO. I also have the original steering wheel available from this car – make offer.

Text or call Elise: 913-831-0967 (08/24)



For Sale: 1980 MGB LE Project. Stock engine. No smog parts. 4spd, not overdrive. LE mag wheels. Disassembled to replace rust. Needs final sanding, reassembly, and paint. Have all parts. NOS front fenders. Have replacement rocker panels and dog leg if needed. **New in boxes:** complete interior, upholstery, and carpet in tan. Top new in box. Asking \$3,000 for parts with free car.



Call, text, or email Fred Grant, 816-456-8659 fsgrant09@gmail.com (09/24)

WANTED TO BUY: Original MG/BL AM-FM or AM-FM Cassette radio with knobs and faceplate. 1978-1980 range MGB for my 1979 MGB. Wiring harness adapter if equipped. Working or not. Need to get rid of my aftermarket one. Please contact Ben Munday, Cell: 913-387-7942 or Home: 913-631-0032.

CLASSIC-FIEDS

(cont. from page 18)

For Sale: 1967 Triumph TR4A. Triumph Club member Jack Edwards, the club's longest serving past president and honorary Member for Life is selling his 1967 TR4A.

Details: Navy blue with chestnut interior, wire wheels, very clean. New radiator. Less than 100 miles on new engine. Low 70K miles, second owner. Contact Jack or Loraine Edwards, 913-381-8070. (10/24)



For Sale: 1969 Triumph TR6. Former Triumph club member Ray Overton is selling a very interesting TR6 and a trove of parts. For those who remember Ray, you know the high degree of mechanical expertise and precision he put into this car. Damson over Black.

22nd production TR6 VIN # CC25024. Wire Wheels.

Spare Parts included. Rebuilt engine, 5-speed transmission, new muffler, rear Axles & differential, driveshaft, lots more small parts. Asking \$15,000 for

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**** ARTICLES NEEDED ****

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

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

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Costs to Business Advertise

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

Ad Size	Cost for KCMGCC Members	Cost for Non KCMGCC Members
Business-card Size Ads	Free	\$18
1/4 page Ads	Free	\$25
1/2 page Ads	\$25	\$50
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We must have an email address as we do electronic newsletters and send out electronic invitations.

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

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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 and email the completed application to 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
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April	\$20.00*	October	\$12.00
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June	\$20.00	December	\$ 8.00

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* Pays through May 31st of the following year.

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