



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 43 Issue: 12

December 2024

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Playing With My Engine

By Tom Berry

Shortly after acquiring my MGA Coupe I, with the able help of Chris Armacost, took it apart to update many of its features such as Paint and body and the engine. After getting the engine and transmission out of it, and sending it off to a friend to have the paint work done, I rebuilt the engine. A friend in Marietta, Georgia was in need of a 1600cc MGA engine; so, after acquiring a rebuildable 1800cc B engine from Rob Camblin, the 1600cc engine went to Georgia. After the car was reassembled and running the way it should, I continued with improvements and upgrades that I thought would help the performance of this great little BMC engine. As I built the engine, I did it with the idea that I could make improvements in the future. I bored it .060 over, cleaned up the ports in the head, used bigger valves, decked the block, and was careful in the selection of a cam shaft. All of these things have paid off with my latest project, the addition of 1 ¾ Carburetors.

About a year or two ago, I asked my friend Craig Vaughan, aka: Parts Vulture at Foreign Car Enterprises, to find me a set of HS6 SU's. A couple of weeks ago, he came up with them. I had a plan to build adapters so I could use my old original MGA intake manifold and was about to start that project when I discovered that sometime in the distant past, MG had actually built a manifold for their racing engines for that same carburetor. I even located the MG part number, AEH200. I didn't think that I would be able to just run up to O'Reilly's and get one, but I eventually did score one from Cecilia Bruce at Scarborough Faire. She saw one of my posts on Facebook while I was trying to find one and remembered seeing one mixed in with some old Twin Cam parts in her warehouse. First big problem solved.



(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

We have 140 members.



Happy Holidays!

TRIVIA QUESTION

What: What kind of car did the Little Old Lady from Pasadena have?

(Answer on page 10)

Playing With My Engine

(cont. from page 1)

Next thing was the throttle and choke linkage. The distance between the carburetors on a TR 4 that these carbs came off of and an MGB engine that they are going on is very different. This took a bit of judicious measuring, cutting, trial and error fitting, and the use of some miscellaneous parts and springs from boxes of old saved parts, both at my garage and at Foreign Car Enterprises. Once again, thanks to Craig for letting me dig through his boxes of old spares. Second problem solved.



The fuel lines and fittings were all different and I wanted them to have a professional look rather than using rubber hoses and a number of hose clamps. I was able to get, what I think is a pretty good look with a trip to Motorsports of Kansas City for a couple of braided stainless hoses. One of the hoses I had to modify to fit my existing fuel supply line, but I accomplished that by making a ferrel out of a copper pipe fitting and swedging it by splitting a large nut and using the halves in my press to attach a fitting from an old MGA fuel line. Another problem down.

Next thing was a heat shield. Moss Motors had one that was just a plain piece of flat painted steel with cutouts at what I thought was an exorbitant price. What I did was buy \$35.00 worth of stainless steel from Metal By The Foot and make one. I used a British design that I first saw when I bought one for an MGA that I worked on. It is two pieces of stainless with the appropriate cutouts pop riveted together with spacers on the rivets to put an air space between the two stainless pieces. Took a little time but it works well, is much cheaper than the alternative, and looks good especially after a bit of work with some compound and a buffer.



(cont. on page 4)

Playing With My Engine

(cont. from page 3)

Got a call from Craig saying the carburetor kits had come in from Joe Curto. I have rebuilt a lot of SU carbs but never HS6's, so the next day I rebuilt mine under the tutelage of the Parts Vulture (Craig) and one of his mechanics, Stephen Randolph. Stephen even came up with a pair of ram tubes and let me run them until the pair I have ordered comes in. The next morning, I was in my little shop early, beginning the installation. It went well and was straight forward as I had had everything assembled on the bench previously.



When I first started it, the Air/Fuel Ratio gauge that I installed last year for the purpose of tuning the carbs, showed that even just idling in the shop, it was too lean. No problem; turn the jet nuts a few flats with my handy-dandy little SU wrench and the AFR is now 12. Time for a road test. My expectation was that it would run about the same on the low end and any improvement would be on the higher end. On the first time out, the engine performance was improved. After a couple of carburetor adjustments and raising the float level a bit, the car runs better than it ever has on across the full RPM range. I am really surprised at the improvement.



Garage Shop Tour at Kent Prather's

The November 2024 shop tour was held at the shop and home of Kent and Kathy Prather. The Kansas City MG Car Club, KC Triumph Club, and some members from the Topeka British Car Club visited the shop facility that houses the business Prather Racing and the house of the Prather's in Wakarusa, Kansas, just south of Topeka. The day started out a bit rainy in KC, but



turned into a beautiful day to drive your British car. Approximately 45 people showed up for this. This is a shop set up to completely re manufacture engines from dirty cores to full blown race engines and work on cars. Kent Prather showed off his eight SCCA National Championship flags that he won when racing in the SCCA National Championship series.

This business houses the shop where Prather Racing manufactured race engines for mostly British cars specializing in the MGA and MGB engines, plus many Sprite 1275 engines. Over the years, many different race engines were built here including Volvo, Spitfire, Elva, Sprite, BMW, to name a few. Six of those Championship wins were in his 1962 MGA, with the two other wins in a Mazda Miata. The walls showed off posters and other memorabilia from the Prathers' trips across America and to racetracks all across the country. Pictures of customer cars and lap records and race pictures were everywhere.

The tour included explanation of a race engine build in progress going to a racer in Canada. We then viewed a Mazda Crankshaft having just been balanced on his crank balancer and Kent explained how a balancer worked and spun up the crank for viewing. After viewing the shop, an MGA 1622 street engine was fired up on the Prather Racing engine dyno and run in for a bit and then revved up to let everyone experience an engine Dyno and what an engine sounded like out of the car and just revving under control of the dyno.



The tour then visited the Prather car barn that houses what Kent called his 401K!! A Honda S2000, Miata, Stag with a Chevy Corvette engine, their 1969 Pontiac Grand Prix, and an MGA Deluxe. Kent also had a nice wooden boat built by his Uncle Bob in 1959.

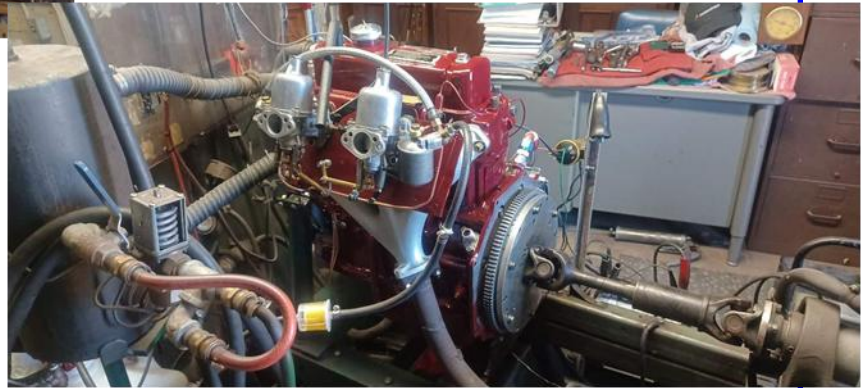
The ladies spent most of the time in the house with Kathy. The ladies exchanged their own stories and enjoyed mimosas and snacks. Only six ladies were able to come, but they enjoyed each others company and had lots of laughs! We did go to the shop when the engine was running and they could see all the stuff Kent has collected.

A good part of the drivers then went to lunch at Amigos just North of Wakarusa on Topeka Blvd. A lot of fun and comradeship was had and fun day for all.

(cont. on page 6)

Garage Shop Tour at Kent Prather's

(cont. from page 5)



KCMGCC 9th Annual Chili Cook-Off

By Larry Taylor



On Saturday, November 16th, 30 Club members gathered at the home of Larry Taylor for the Annual MG Club Chili Cook Off, a tradition since 2016. There were eight Chili entries plus a number of delicious appetizers and desserts. The evening started with appetizers, happy hour, and a tour of the 1951 MG TD and 1960 Triumph TR3 in Larry's garage. Next was the sampling of all of the chili entries and participants' choice voting for the best chili. After the sampling, it was all of the chili, appetizers, and desserts you could eat. John Brown won the award for best chili.



It was a pleasant November evening. Members were free to sit and visit inside the house, outside on the deck,

or around the fire pit on the patio, or view Larry and Linda's model train project. In summary, there was lots of chili, lots of appetizers, lots of desserts, lots of friendship, and lots of fun.



This Month In MG History

By Ed Cooke

Abingdon Spares November Newsletter

This month in MG History...November 1952, John Thornley, who had been assistant manager at Abingdon, replaces Jack Tatlow as general manager at MG. Tatlow becomes the general manager of Morris Commercial Cars Ltd. Thornley's first contact with MG was his purchase of an MG M-type Midget. In 1930, Thornley was made honorary secretary of the newly formed MG Car Club. Through the club's interaction with the marque, Thornley met Cecil Kimber, the rest, as they say, is history.

Thornley is probably the most well-known MG employee after Cecil Kimber, having spent most of his working life with the company. John Thornley OBE, (1909-1994), had joined MG in 1931 as a service receptionist, moving up to service manager in 1933. After service in the war, he rejoined MG in 1945, and in 1949, was promoted to Assistant General Manager. Thornley was MG's greatest promoter and defender of the MG marque during all the turbulent mergers and changes at Abingdon. He was respected by both the assembly workers, as well as the upper management of the corporation. Thornley, with other key members of the MG staff, made sure that MG was a "sports car" company. He shepherded through to production two of MG's most successful sports cars, the MGA and the MGB, as well as a personal favorite of his, the MGB GT.

Thornley retired from the MG works in 1969 and continued to be active in many, many MG activities around the world.

In 1979 when it was announced that MG was to be discontinued, Thornley organized a letter writing campaign to contact each North American MG dealer to ask for their support against this move by BL management. Unfortunately, the campaign was not successful, leading to the end of MG as we know it, and the demolishing of the Abingdon works. Thornley continued to be an honored guest and speaker at many MG events. John Thornley passed away in 1994.



Midget Mumbblings

By Steve Olson

I am not much for cleaning, polishing, and waxing my cars. I would rather spend my time driving or working on them. I sometimes go for years without ever squirting water on them. Even when I drive them in rain or snow and get them truly dirty, I usually just wipe them down gently with a damp cloth and then hit them with a quick detailer. Once in a while, I do get out the orbital buffer and go over the fender tops that seem to get scuffed the most. And then I will wipe on some wax product that I found on sale in some salvage store. Better chemicals have made it easier to keep a car looking nice.

Take tire shine for instance. When I was a lad, we used brake fluid to wipe over tired looking tires to improve their looks. Today, there is stuff in aerosols or spray bottles that does that job easily. And I find it also works on black bumpers. My favorite use (or probably misuse) is spraying it on everything under the bonnet. It makes hoses look new and it puts a shine on painted and unpainted metals and from 10' away everything looks concourse ready. Somehow all the dust and some of the greasy crud disappear. But I have learned tire shine is not the best product to use on the top (or hood if you want to be British). It will make the vinyl look fresh and nice, but it dries and seems to make the vinyl less pliable and more rigid. That is not what we need. I assume it would work the same way for interior vinyl. I also don't use it on black rubber floor mats. It makes things slicker than fresh snot on a brass doorknob. I assume you know how slick that is. Mats get way too slippery for your shoes.



On my tops, I find Lexol deep conditioner meant for leather works well. Even vinyl will absorb a bit of it and become less shrunken and dry. It leaves a nice shine that lasts through a few rain storms. I also use it on the interior, but not nearly as often as I should. It must be good since it also leaves my hands soft and smooth. I apply it with my bare hands to avoid wasting any product and then once it soaks in for a few minutes, a clean dry micro fiber cloth removes any excess. I even like to use it on the plastic rear window. It won't help scuffs but it does seem to add flexibility. The only downside is cost. It is getting difficult to find a spray bottle for under \$10 and that only treats a car a few times before running empty. I also like 303 Aerospace vinyl treatment and that does a good job of protecting from the sun. Of course it, too, is a bit spendy.



I make no claim to be any kind of expert. Use what you want on your car and take my advice with a grain of salt. Just enjoy your car the way you like. If you enjoy cleaning and polishing, then by all means do that. Your car will look beautiful. But I think you should also put some miles on those shiny tires before they rot from age.



Tire Age

An article recommended by Simon Dix

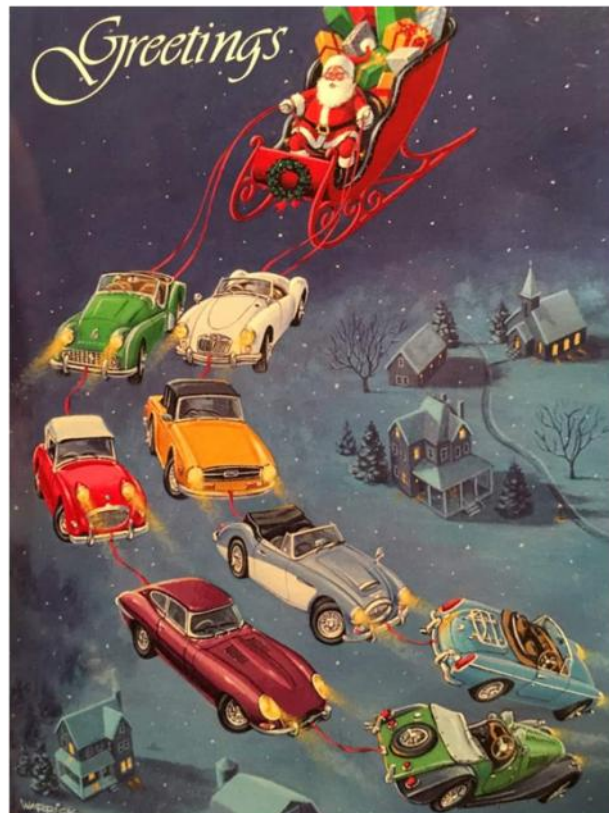
(Enter the link to see the entire article and pictures: <https://mg-stuff.stlbrits.com/kb/tire-age/>)



The Date Code "2420" is on the End = 24th Week of 2020



Date Code Close Up – "2420"



(Answer to Trivia from page 2)

Answer: ... parked in a rickety old garage was a brand new, shiny red Super Stock Dodge."



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.

Get Ready to Rev Up for MG2025! July 28-31 Crystal Lake, Illinois

By Melissa Gonzales

Hold onto your steering wheels, folks, because the Chicagoland MG Club is about to host the automotive extravaganza of the decade—MG2025! From July 28-31, 2025, we're rolling out the red carpet (or, more accurately, the blacktop) for MG enthusiasts from all corners of North America, including our friendly Canadian neighbors. And who knows, maybe even the birthplace of these beloved cars, England, might make a surprise appearance!

We've got an action-packed agenda that promises to keep everyone – from the hardcore gearheads to those just here for the snacks—engaged and entertained. First up, our swanky hotel isn't just a place to crash – it's a veritable paradise of amenities. Imagine a place where your biggest dilemma is choosing between the heated pool and the ultra-modern fitness center. Tough life, right?

For those who like their fun with a side of mystery, our website (which goes live about December 1st—mark your calendars, folks) will have all the juicy details. You can look forward to other fabulous dinners or opt for a daring escapade with your fellow club members or network with other clubs' members. We won't judge. Just imagine the fun!

Rain or shine, we've got a Drive-In Movie planned. Picture this: you and your classic British beauty cruising to a vintage Drive-In theater where the owner is just as excited to meet you as you are to meet him. And yes, the movie will be tailored to our car-loving crowd. Don't miss out!

Now, if you're thinking Chicago is all about deep-dish pizza and windy weather, think again. We've got local attractions galore! We're talking about the **Chicago Architecture River Boat Tour**. Don't worry – no need to drive your MG downtown. Hop on a tour bus and let the fun begin. In Chi-Town, even the bus rides are a blast!

Our Chicagoland MG Members are eager to showcase the scenic roads and inspirational spots that might just ignite your next big project – whether it's painting, songwriting, or building the MG of your dreams.



(cont. on page 23)



Get Ready to Rev Up for MG2025!

(cont. from page 22)

And for a dose of local flavor, check out the **Volo Auto Museum**. This place has everything from iconic Hollywood vehicles to military memorabilia, gangster crime exhibits, and medieval torture instruments (just a casual Tuesday, right?). With attractions like a carousel and Disney Gallery. There is something for everyone, and if you're willing to spend a little extra, you can check out the Jurassic Park section. After all, who wouldn't want to see some dinosaurs? It's the only place where T-rexes still believe they're ruling the food chain –poor things, with their tiny little arms! Even the backroads to Volo are as charming as the museum itself.



And don't forget to brush up on your MG knowledge. Remember that song, "We Don't Need No Education"? Phooey to that! We all need a little learning now and then. So, get ready to soak up knowledge from some of the best tech people in the MG/British car world—John Twist, one of the best-known MG mechanics and a frequent writer on automotive technical subjects. John does his own zoom MG Tech Sessions and is willing to train others. A legend in the MG Community. Mark Huff – Director of Motor Works classic car restoration. Mark's extensive knowledge came from his manager who taught him everything he needed to know in order to make an engine sing again. Steve Skeggs – a retired Engineer who has worked all over the world in various Engineering roles for large corporations. Steve is passionate about long-distance running and cars, and he channels that enthusiasm into his role as the Tech Coordinator for our Chicagoland MG Club... and perhaps maybe a few more surprise experts. They're all here to turn your MG know-how from "meh" to "wow"!

So, pack up your car, and join us in Crystal Lake, Illinois, for a bluesy, fun-filled journey with the friendliest car enthusiasts around. MG2025 is an event you absolutely don't want to miss. Buckle up—it's going to be one heck of a ride!

For more details on events and pictures (and let's be honest, you want more), our website goes live about December 1st. Visit MG2025.ORG to get the whole scoop. We can't wait to see you there! Our Chicagoland MG members are eager to meet you!

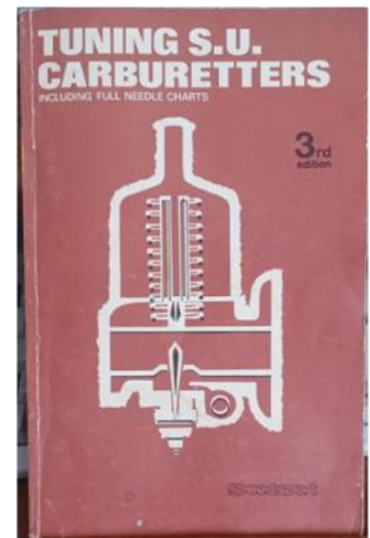
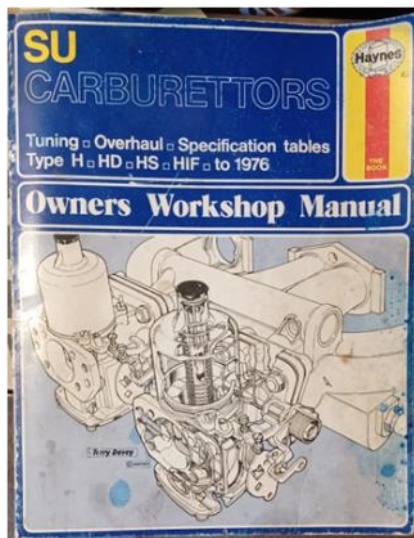
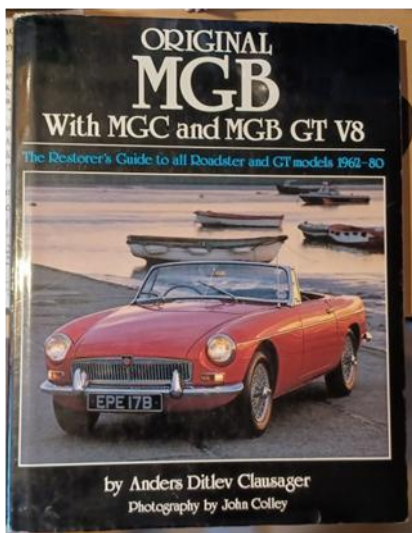


LOANER LIBRARY

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)



2024/2025 KCMGCC CALENDAR OF UPCOMING EVENTS

December 2024

7th, Christmas Party, Mission Lakes Clubhouse
17th, CRUMB Breakfast, Roxanne's, Platte City
No Ladies Luncheon in December.

January 2025

7th, Board Meeting,
14th, MOWOG, Tanner's, Red Bridge
21st, CRUMB Breakfast, Location TBD
22nd, Ladies Luncheon, Cooper's Hawk, LSMO

NOTE: The full page calendar for the year is now on the website, [kcmgcc.com/events](https://www.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.

There is no Social in December or January.

The Christmas Party and MOWOG will take the place of the Socials.

The time to RSVP for the Christmas Party expired November 22nd.

MOWOG Location will be at Tanner's on Red Bridge in KCMO.

Social will resume in February at Tanner's. Watch for EVITES!!!



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

Mike Hicks Phone: 913.980.9292
Email: 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

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 total package. Located in Overland Park, KS

Contact Ray Overton, 913-220-0408 (preferred) or roverton@kc.rr.com



MOSS My Account | New Products | Closeout Items

MGB
WITH 1800cc ENGINE
Safety MG Fast!

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





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

Sales:

800-667-7872

Customer Service:

800-689-9313

Tech:

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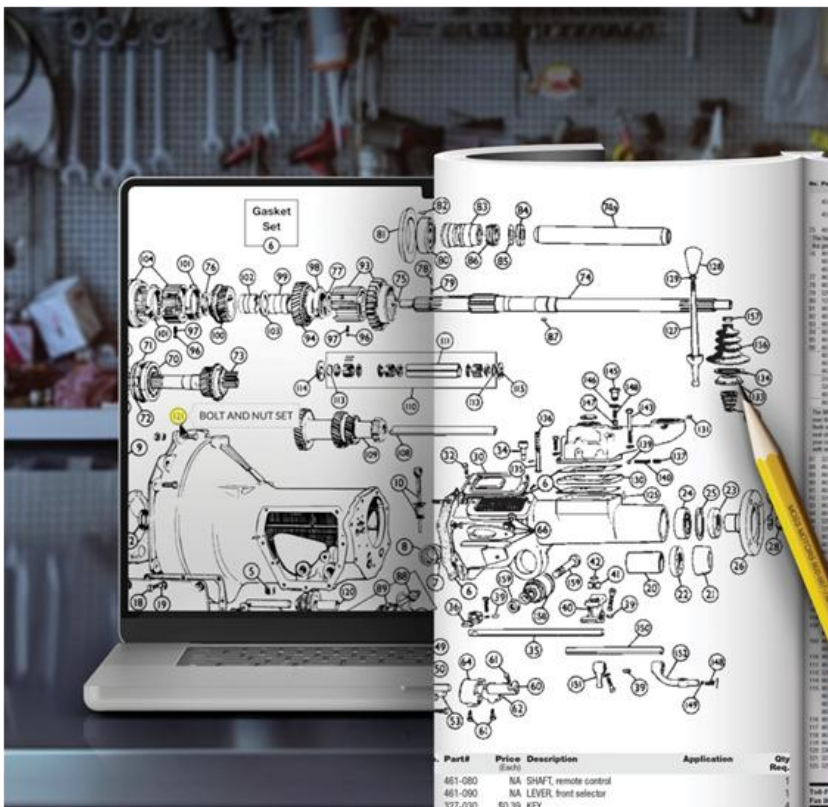
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**** ARTICLES NEEDED ****

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

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

rickmonica@kc.rr.com

or

membership@kcmgcc.com

Costs to Business Advertise

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

Ad Size	Cost for KCMGCC Members	Cost for Non KCMGCC Members
Business-card Size Ads	Free	\$18
1/4 page Ads	Free	\$25
1/2 page Ads	\$25	\$50
Full page Ads	\$50	\$100
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





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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 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
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
or scan



* Pays through May 31st of the following year.

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