



# Kansas City MG Post

## Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 43 Issue: 11

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## The Journey of MG Magnette NA0762 to Kansas

By Chris Bouldin

### Birth

MG Magnette NA0762's story started out like any MG I suspect. One of 745 six cylinder N's to roll out of the MG factory at Abingdon England between 1934 and 1936. My car is believed to have left the factory on Wednesday, May 8, 1935, originally as a 4-seat open tourer, red in color. It appears to have been exported to Europe, likely France. To put things in perspective, on news of the day when it left the factory, according to Wikipedia, on the same day, Amelia Earhart flew nonstop from Mexico City to Newark, New Jersey in a record 14 hours, 22 minutes and 50 seconds. She was the first pilot to fly that route without stopping along the way. The four cylinder cars of this period, Midgets, were the P's. The N's and P's were both replaced in late 1936 with the first of the T-Series cars, the MG TA. But that is another story.

### Mystery

Where in Europe the car spent its first 25 years, including World War 2, is a mystery. It is not until January 1960 that any history is revealed. At that time, it was sold by a "German National" and passed through two parties before being purchased on December 1, 1962 by my father, Phil Bouldin, on his 22<sup>nd</sup> birthday! Phil Bouldin was serving in the United States Air Force in Germany and was stationed at Bitburg Air Base. The attached scanned letter includes a description of the condition of the car when purchased and my father's understanding of the history which, with the benefit of access to the internet and Triple-M Register, a register of all the pre-war overhead cam MG models from 1928-1936, I have expanded on slightly.



Phil Bouldin, Chris' father, late 1964

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

## MEMBERSHIP STATUS

### Welcome returning member:

Don Bell of Kansas City, KS who owns six MGs between '67 and '75 (2 GTs).

### Welcome new members:

Rory & Paige O'Connor of Prairie Village, KS who own a '73 MGB.

Greg & Marsha Stoker of Olathe, KS who own a '51 MG TD.

Wyatt & Cameron Jones of Knob Noster, MO who own an '80 MGB.

**We have 140 members.**



## TRIVIA QUESTION

**What:** When Ronny and the Daytona's sang G.T.O., what engine displacement and carburetion did it have?

(Answer on page 13)

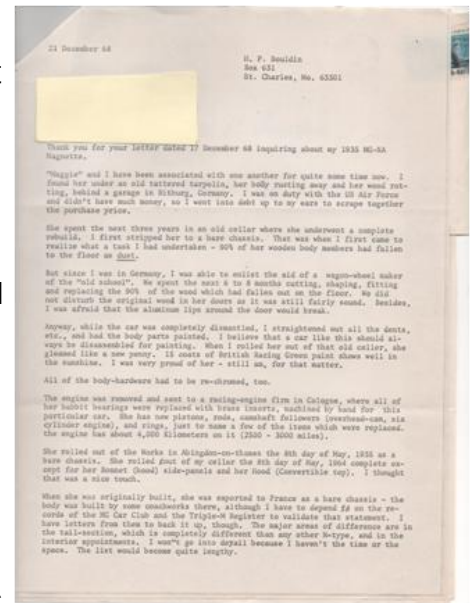
## The Journey of MG Magnette NA0762 to Kansas

(cont. from page 1)

At some point, I believe prior to his purchasing the car, it was converted by a coachbuilder from a 4-seat open tourer to a 2-seat roadster. The fuel tank, with an isosceles triangle profile, has been rotated from the short side on the bottom to one of the longer sides on the bottom to fit the modified body, the various taps fuel relocated. The car differs from other N-types from about the top of the rear wings back and between those same wings. I have reviewed pictures of all the N's in the Triple-M Register and I have found one, NA0285, that is similar but none identical. Everything else generally appears to be close to factory correct, although having an authority on early Triple-M cars put eyes on it may reveal other differences.

### Rebirth 1

Upon purchase, over the course of the next two years, during his spare time, Phil would work on the car or correspond with sources in England for both guidance and parts. Keep in mind, this was well before the internet. Letters and packages from suppliers and sources did not travel as quickly back then as they do now! I suspect he felt some pressure to finish the car before being discharged from the Air Force. I cannot image transporting a car across town in pieces, much less across the Atlantic! Mike Allison, former Chief Quality Engineer for MG, author of "The Magic of MG," and well known authority on all things MG, was one of his sources of knowledge about the car. During this time in Bitburg, Phil met my mother and some of their dates included nights when she would come over to the cellar he rented where he was working on the car. The car was completed in time for some trips in Germany along rolling countryside roads, but not the autobahn, I am certain! In early 1965, Phil was discharged from the Air Force and the car shipped to the USA for its next chapter.



Letter with description of car's condition.



MG NA0762 Mid 1964

(cont. on page 4)

## The Journey of MG Midgette NA0762 to Kansas

(cont. from page 3)

### Kansas!

Upon his return to the USA, and the arrival after some months of the MG in the Port of Houston, Phil and the MG stayed in Oklahoma City before he got a job in St. Louis. A few years later, he and my mom were married and I arrived shortly thereafter to join the story. A move to Overland Park, Kansas came in early 1971. Phil took the car to Hudson, Ohio in May of 1972 to the GOF 14. In Overland Park, Phil was part of the old Midwest MG Car Club and I remember attending a few events and seeing numerous beautiful MGs. Suddenly and unexpectedly, in May of 1983, Phil passed. NA0762 went into hibernation at my mom's house for nearly 40 years.



MG NA0762 at GOF 14, 1972

### Rebirth 2

I started looking into restoring the car in 2016, but did not seriously get into it until early 2021 when funds, time, space, and experience (I learned by restoring a 1968 Oldsmobile Cutlass S convertible) were attained. I pulled the body off the frame and did a chassis restoration including new paint, new wiring, new brakes, new central lubrication system, new tires, new differential pinion and ring gear (some of you may recall I broke it), rebuilt twin SU carburetors, rebuilt front friction shocks, and rebuilt rear hydraulic shocks. The 1286CC, 56HP engine, having very few miles on it since rebuild, was merely painted as was the gearbox. I am working to get the dynamo working and the original starter rebuilt. The starter currently on the car appears to be from a later T. The body paint and upholstery remain as my father completed it. I like to think that the restoration was a team effort between my father and myself, but 60 years apart. I also learned all the systems of the car and am still working to master the non-synchromesh 4-speed gearbox. I am very fortunate in that I had a very close to 100% complete car to start with. Based on the head start I had with a nearly complete car, I am truly amazed at all the work and research Phil, in his early 20's, needed to do to restore the car in Germany in the early 1960's, way before the internet, given his description of its condition when bought there!

### Going Forward

It is my goal to be a good custodian for the car for as long as I can and to take the car to local shows, both British and otherwise in the future, as well as the GOF Central 2025 near Chicago next year. I also plan to continue to get better with operating the gearbox with the goal be little to no objection coming from grinding gears! The steering box appears to be a bit worn and I will look into getting that resolved in the future. I also believe a valve job is in order for the cylinder head. I do not believe that part was addressed when the rest of the engine was rebuilt. Finally, the front end kingpins and bushings may need some attention. I believe the car was well driven in its first 25 years and not all issues have been completely addressed. For now, I can check getting the MG running again and driving it off my bucket list.

(cont. on page 5)

## The Journey of MG Magnette NA0762 to Kansas

(cont. from page 4)

### Other Pre-War Cars

Of the N-Types, there are approximately 240, or about a third of the original cars in the world still known to exist in various states of condition. According to the North American Triple-M Register (NAMMMR), there are about 18 known in the USA, but there may be a few that are not in the Register. There are, of course, other Triple-M cars, namely C's, D's, F's, J's, K's, L's, M's, P's, Q's and R's. Unfortunately, not many have made it to the USA, but they are out there. If you want to learn more about these Triple-M cars, this is the link for the website for the register: <https://www.triple-mregister.org/> If you want to see a few more pictures of NA0762, this is the link to the Triple-M page: [https://www.triple-mregister.com/cardetails\\_pub2.php?chassisno=NA0762](https://www.triple-mregister.com/cardetails_pub2.php?chassisno=NA0762) This is the link for the NAMMMR <https://nammmr.org/>



MG NA0762 and Chris Bouldin at 2024 Heartland All British

## Update on Mick Wheeler's '58 MG Magnette

By Rick Mills

Here's something you don't see a lot of. An MG Magnette in blue paint. Mick's Magnette is moving right along.



## Cecil & Mia's 10 Countries Run Adventure

*By Cecil Wise*

Several years ago, I read a couple of articles by Joe Earnest from Georgia regarding the Club Triumph 10 Countries Run or 10CR. This event is put on by Club Triumph every other year and as the name implies, they drive to 10 different countries in five days. The route is mostly along secondary roads and is usually about 2,000 miles long.

Joe and several other Americans have participated in this event a few times. They purchased, or in some cases, borrowed cars in the UK. The cars they purchased the first time were not well prepared for such an event, so it seems they spent more time working on the cars than actually driving. This sounded like a fantastic adventure except for the working on cars part. I've never bought a Triumph that was ready for a 2,000 mile adventure, so my solution was to prepare my own Triumph Vitesse and ship it over.

This event is limited to 80 cars, and in the past it has booked up within minutes of registration opening. I actually took a ½ day of vacation just so I could be on my computer and ready to register. As soon as registration opened, I started filling out the forms and even then, I was number 55. We had to have a team name, so Mia and I chose "Flying Brick", which is what Steve Fickel from Chanute, Kansas used to call the Vitesse.

I did a lot of prep work on the car in the weeks/months leading up to the event. The hydraulics were all working fine, but I rebuilt them anyway just to prevent issues on the road. I also took two road trips in the car, the first one about 700 miles and the next about 900 miles. I had no major issues on either trip, but each one revealed minor things that needed to be fixed.

The 10CR event itself is only five days, but if we were going that far and would have a car anyway, Mia and I decided to make a three-week vacation out of it. We arrived a few days before the event and stayed a little over a week after the event. I had considered shipping the car in/out of Europe, but a friend convinced me to ship in/out of England, as there would not be a language barrier with the shipping/customs people.

I had hoped I could ship the car over and just show up at the docks to collect it, but shipping schedules were such that it had to arrive about three weeks ahead of time. I was in contact with Doug Hansen from South Carolina who had previously run a 10CR and he was planning to be in England about the time my car arrived. Doug offered to pick the Vitesse up for us and store it at his mother-in-law's house, which we accepted.

In early July we took the Vitesse to the port in Brunswick, Georgia. Doug picked the car up in early August, Mia and I flew over in late August. We spent a few days playing tourist in southern England before taking the ferry from Newhaven, UK to Dieppe, France. On the ferry we met a few other 10CR participants and surprising to me, a guy in his Triumph Stag that was just going on holiday in France, he was not associated with the 10CR run.



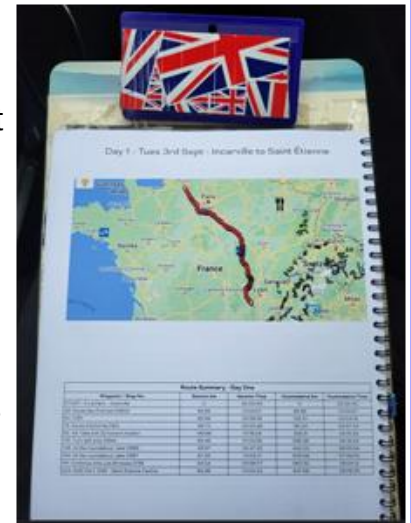
*(cont. on page 7)*

## Cecil & Mia's 10 Countries Run Adventure

(cont. from page 6)

### Day 1: Incarville, France to St. Etienne, France

The event started Tuesday morning at Incarville, France. We arrived early, topped off the tank, met a few people, got our instructions and hit the road. This part of France is fairly flat, we had some motorway, but also some nice semi-twisty roads with lots of medieval towns scattered along the route. This was kind of a long day, with over 10 hours of seat time according to the route book. We didn't have much time for lunch, so we just got a quick bite at a gas station along the motorway. I've always heard about how good French food is, even the gas station food was really good. Another surprising thing about some French gas stations was that they had baskets of fresh unwrapped bread just sitting out. Mia loves bread and said "I've just found heaven, it's in a French convenience store!". We're used to traveling alone, but we did run with a few different groups throughout the day. At one point a TR8 passed us on the motorway, so I decided to follow him. He was running about 140-145 kph on average. The following evening we had dinner with several people including the folks in the TR8 and he seemed a bit surprised that the Vitesse was able to keep up that kind of pace. The end of day was at St. Etienne, France. The motel had a restaurant and we elected to have dinner and beer/wine there.



### Day 2: St. Etienne, France to St. Andres Les Alpes, France

The roads at the start of the day were windy and scenic. Again we ran with several different groups throughout the day. Early in the day we stopped at a scenic overlook where several other Triumphs were parked and met Mark Thompson from Yorkshire among others. Mark mentioned that several people were planning to deviate from the planned route for a slightly shorter, but still scenic route. Mia and I elected to follow the original route as we had never seen the Mediterranean Sea. We did stop for lunch in a little village along the way, though we weren't quite brave enough to try the truly authentic traditional French food (think snails and pate). We drove through southern France wine country, saw the Mediterranean and then proceeded north. The route followed a road that had switchbacks and was not wide enough for two cars to pass, yet carried two-way traffic. We had three separate incidents within three miles where we nearly collided with an oncoming vehicle. That evening we made it to the hotel around 8 only to find that the front desk closed at 7. Luckily, Mark Thompson who we had only met about 10 hours earlier recognized my name on the guest list and met us in the car park to give us the code to get into our room. That evening, we had a very nice dinner with Mark and a few other teams. It rained a lot overnight, which resulted in more adventure the next day.



(cont. on page 8)

## Cecil & Mia's 10 Countries Run Adventure

(cont. from page 7)

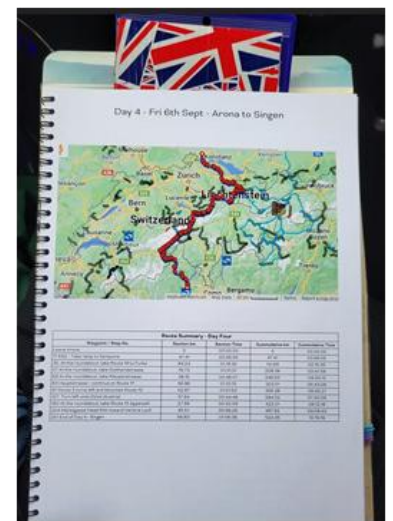
### Day 3: St. Andres Les Alpes, France to Arona, Italy

The day started with a warning from the event leader that with the overnight rain, the route would be very treacherous. We elected to follow the route, but a few miles down the road, we saw Triumphs heading the wrong direction. We checked Whatsapp and saw that the road was closed due to a landslide. After consulting the map and found an alternate route to get around the landslide and back on track. The scenery was fantastic, with slot canyons and fabulous roads, one of the roads is used on the Tour De France as we passed into Italy. We were traveling along a very narrow road that was barely wide enough for one car and again saw a Triumph heading the wrong way. We both stopped and he informed us that this road was closed due to another landslide. The Vitesse has a very tight turning circle, but even then we had to make an 8 point turn on the edge of a 500 foot drop to turn around. After two landslides, we elected to just take the quickest route to the end point for the day. Arona is a beautiful town that is on the edge of Lake Maggiore.



### Day 4: Arona, Italy to Singen, Germany

On this day, there were two` routes in the book, one was longer and the other more of a shortcut. Not wanting to miss any of the sights we elected to take the longer route. We did not see very many other Triumphs this day, but the scenery was spectacular. The majority of the day was spent in Switzerland, we crossed a couple of passes including the one that was used in filming Goldfinger. The same concrete pylons that James Bond drove past in his Aston Martin are still there, which is not very reassuring. It sure looks to me like it would be easy to drive a Triumph between them and off the edge of a cliff. The Swiss Alps were absolutely spectacular and we wish we had more time to spend there. On this day we also picked up Lichtenstein and were briefly in Austria before going back to Switzerland and on to Germany. We wasted no time and we didn't stop for lunch, but we still arrived in Singen relatively late.



(cont. on page 9)

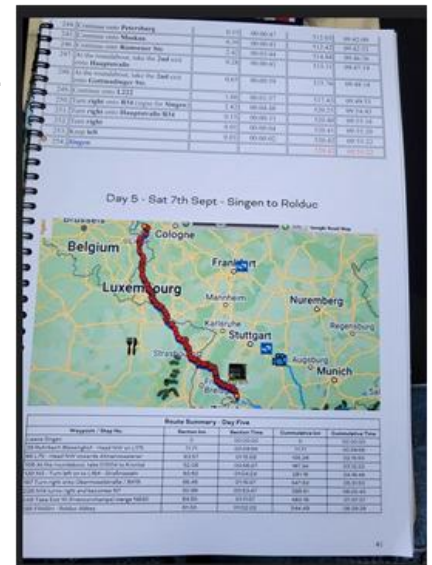


## Cecil & Mia's 10 Countries Run Adventure

(cont. from page 8)

### Day 5: Singen, Germany to Kerkrade, Netherlands

The route was scenic, but not the stunning scenery we had on Day 4. Except for the signs that were in a language other than English, the route looked a lot like places in Missouri. Early in the day, I missed a turn. To get us back on track, the GPS routed us down a dirt path through a farmer's field. Later, as we were exiting a town, the GPS told us to drive down a bike path that went off through the countryside. It was only after we had gone a couple of miles down the bike path that I saw a sign indicating that motor vehicles are not allowed. We saw exactly one Triumph the whole day until we got to the Rolduc Abbey which is the end point for the run. Arriving just early enough to get checked in and cleaned up we headed down for the banquet. The Abbey was founded in 1104 and is an amazing place to visit. They even have their own brewery and the beer was excellent. Dinner was enjoyable with stimulating food and conversation. The two questions that kept coming up were: Are we coming back for a Round Britain Reliability Run and are we coming back for another 10CR? To answer about the RBRR, the answer is no, driving 2,000 miles on secondary roads straight through with no overnight stops does not sound like something we could safely do. As for 10CR, I'll have to check the bank account, but we definitely want to do another one.



After the conclusion of 10CR, we played tourist in Germany, Belgium and then took the train through the Chunnel back to England. We attended the Beaulieu autojumble (swap meet), which is billed as the largest autojumble east of the Atlantic with approximately 840 booths. They say that if you can't find it at Beaulieu it doesn't exist. It was certainly the largest autojumble we've ever been to and there were quite a few British cars for sale there I had never heard of.

The Vitesse ran nearly flawlessly through the entire event. The windshield wipers did quit during a rain storm, the issue was that the nut holding the rack to the wiper motor had come loose, so that was an easy fix. The other issue was that the horn quit working on Day 4, which was just a dirty contact on the horn button, again easily fixed. I didn't carry any extra fluids with me and none were needed. We racked up about 3,100 miles in 10 countries over the course of 20 days. We stayed in 13 unique hotels, motels, bed and breakfasts, and AirBNBs. We drove through about 15,000 roundabouts, which might be a slight exaggeration, but there were a lot of them. The whole trip was a fantastic adventure which we would highly recommend to anyone who loves a road trip in their Triumph.

**(Editor's Note:** Since Cecil took 100's of pictures on this trip, I suggest you type in the link to Flickr and scroll through ALL the beautiful pictures! Definitely worth the time to view Europe.

<https://flic.kr/s/aHBqjBKFLt> )

(cont. on page 10)

## Cecil & Mia's 10 Countries Run Adventure

(cont. from page 9)

**(Editor's Note:** Since Cecil took 100's of pictures on this trip, I suggest you type in the link to Flickr and scroll through ALL the beautiful pictures! Definitely worth the time to view Europe.

<https://flic.kr/s/aHBqjBKFLt> . Below are just a few selected pictures.)



## This Month In MG History

By Ed Cooke

*Abingdon Spares October Newsletter*

**This month in MG History...October 1974,** This month in MG History...October 1974, the often unloved “rubber bumpers” made their debut on MGBs and Midgets at the Earl’s Court Motor Show. Considered shocking to the sports car’s heritage, they were nevertheless required to meet the US Federal Safety Standards, the US being MG’s biggest market. MG was, in fact, the first British manufacturer to debut a car with a US compliant design. Much more design and engineering research went into these new bumpers than customers realized. MG even built its own crash test track and monitoring system. They could not afford to lose the American market.

US regulations stipulated that a 5-mph impact (couldn’t really call that a ‘crash’) should cause no damage to safety features such as lighting, brakes, steering, etc. California regulations went further and required absolutely NO damage in the 5-mph impact scenario. Faced with little chance of getting a waiver on this ruling, MG did an amazing job of integrating the new bumper design into the existing style and design. Unlike many of its British sports car rivals (seriously, MG had no real rivals except a distant Triumph in sales volume) who just increased the bumper’s distance from the body and continued to add larger “rubber blocks” to the ends of their cars. MG fitted strong steel beams at the front and rear of their cars, mounted on stiffening members incorporated in the body structure. They then covered them with black polyurethane coverings, sculpted to match the original front and rear profiles. Along with the unfortunate and unpopular look, the new design added 5 inches to the overall length of the car and some 70 additional pounds to the car’s weight. Adding to the MG’s woes at this point, the ‘safety’ regulations also required raising the height of the bumpers by 1.5”, which added the effect of oversteer (an ‘unsafe’ feature) to the car’s handling.

Oddly enough, although enthusiasts recoiled at the change, the BL marketing people were happy with any changes that made the car look different and new, if not necessarily better. Even with these new changes, MG sales continued strong in the rubber bumper age. 1975 through 1979 model years were close to MGB’s peak sales numbers of the early seventies. Thankfully, with time, the rubber bumper models have come into their own recently. Good original condition or properly restored models can command excellent prices in the classic car market.



## Midget Mumblings

*By Steve Olson*

This year is the first time in several decades that the KCMGCC will not host a FAT Run. Nobody had the time or desire to lay out the route, make reservations, and lead the drive. This has become a much more labor intensive job as the weekend tour has become more complex and organized over the years. I remember how simple it was when it first started back in the early 1990s.

Crazy Bob Allen had been making the same pilgrimage each October to enjoy the Fall foliage and speed down twisty roads. He was driving a chrome bumper Midget that ran well, but was not a beauty queen. And except for an extreme deluge, the ragged top was never up. He always spent the night at the same vintage Linn Motel and always ate dinner at the same Krautman's Korner restaurant and always spent a few moments of meditation at the graveyard in Frankenstein, Missouri. One year, he would follow the Missouri River on the north bank and the next year the south bank. Roads along rivers tend to be crooked. One year, he invited us and I think a couple others to join him. Being easily led astray, of course we said yes. One year, we even joined him for a Polar Bear run, but that is another story for another day.

We had a great time and bragged about the spirited driving we did. We may have stretched the truth some about the details. So when Bob decided to open the invitation up to the whole club, there were several brave/foolish souls who decided to join. The drive remained much the same, but the tales told about it expanded. And the legendary weekend trip soon became popular.

Bob never handed out maps or instructions. He had a marked map that he might not even follow precisely, we mostly had CB radios, and we were expected to keep up. Bob took speed limits as mere suggestions, especially those on curve signs. If you didn't nearly double the curve speeds, you had to try to catch up on the few straight sections. It was exciting, but safety was not a priority. The food was short on leafy greens and long on fried meat with gravy. The motel was sparse but clean. The foliage, what little we could see of it as we roared past, was gorgeous. Rarely did a car break down and when it did, we all stopped and patched it back together. Each year the event became more popular and the tales grew more exaggerated. Soon, the Fall Alternative Tour that started as a more macho event than sedate short drives to tea parties, had become more involved than General Eisenhower's D-Day invasion and took almost as much advance planning. With 20 or more cars, you can't just drop into a restaurant or a gas station pit stop and expect to have your needs met quickly. You can't stop at a historic roadside marker for everyone to read it. Everything now has to be on a grand scale. Printed route instructions with precise mileages and times for each segment are now expected and necessary. Not all cars and drivers are able or willing to keep up with speeds some of the braver ones enjoy. The whole weekend has evolved into something Bob Allen would scarcely recognize. To lead this event today means committing several weekends for scouting runs and hours of digital map making. And the only compensation you get is maybe someone buys your lunch or dinner. No wonder few volunteer for the job.

Maybe it is time to go back to basics. Just a few cars finding crooked roads on a map and making motel reservations. And like Bob did, if we come to a closed road or some fresh oil, we just say, "Oh S\_\_t!" and all turn around and find another way. Maybe we don't need to take 50 MPH curves at 100. We can still say we did. Nothing wrong with something simple and somewhat spontaneous. Maybe we should think about a less complex event next year.

## Scott Hughes' Big Surprise!

By Tim Karman

It was a dark and stormy night as the sun shined bright ... .Oh wait, wrong story. Now that I have your attention. I have a story to tell you. It is one of steel, one of blood and one of stuck together fingers.

One July day in 2024, Geoff Rollert and I were doing something. I am sure we were up to no good as there was no adult supervision. Geoff says "I should tow Scott's '67 MGB to my barn and make it ready so he can drive it. He has been working on that car for 20 years!" I second the idea. Scott's car was trailered to the barn on August 6, 2024.

Plans were made to start working on the car. There was much work to be done. We started by installing the new overdrive. Of course that means pulling the engine which is where the fun begins. We started on the following Friday the 9th of August. I traveled to Geoff's to help him pull the engine and put in the rebuilt overdrive, which was sent off many moons ago. We worked until we started to get tired on Friday since we only had part of the day, I stayed at Geoff's that night. Saturday we were back at it early. We, and by we, I mean probably me, had set the engine lift and it was too long so we had to set the engine back down to reset. The reset only took a few minutes. Shortly after the reset the engine with gearbox attached was out and on the ground.

It was then we realized we did not have gearbox oil for the new one. Cleaned up a bit and headed to O'Reillys. Picked up some other things while we were there and back to work we went. As we are putting the gearbox back in, Geoff says, "Do you think we could have this ready for the Heartland All British?" I thought how amazing that would be! We decided to make the All British the goal and not tell Scott. I rearranged my schedule the best I could and the game was on.

Once the gearbox and engine had been reunited with the car and everything installed, we decided to make sure the engine would start. The key was turned, the engine turned, choke pulled, and the engine turned and turned, but alas, it would not run. We traced it down to no fuel getting to the engine. The fuel pump pumped but never hit that point where it stopped. We detached the fuel line and cleaned it and checked for flow using the air compressor. All good now, so we thought. We repeated the engine starting procedure, only to have the exact same results.

Back to the drawing board. We pressurize the fuel tank with the air compressor. Remember, I said we had no adult supervision. Geoff placed a rag around the fill opening and placed the air in the middle and released air slowly into the tank and fuel came out of the fuel line from the tank. No problem there. I reattached the fuel lines and again tried to start the car, NOTHING!

*(cont. on page 14)*

*(Answer to Trivia from page 2)*

**Answer:** "Little GTO, you're really looking fine. **Three deuces** and a four speed, and **a 389.**"

## Scott Hughes' Big Surprise!

*(cont. from page 13)*

This is getting old. Geoff heads up to the second story of his barn to look for a fuel pump to try and find as many other bits we might need. I have an idea. We again pressurized the fuel tank with the fuel line attached to the fuel pump. We are careful not to pressurize too much. I want just enough pressure to establish there are no leaks in the rubber lines, and a leak there was. Just big enough not to be seen, but big enough to prevent the fuel pump from creating a vacuum. I am able to push the fuel line further up on the fuel line and get a hose clamp past the leak and now the engine comes to life. We have success!

I headed home as I did many times throughout the week because of appointments, but when I had time to go over to Geoff's, I would go.

Our deadline is getting closer!

One day, we called Scott to find out if there was a box in the garage with some parts we were missing. Scott said he would try to get down there and look. Well, the first day comes and goes with no word from Scott. We call again and say that I will be in Olathe and could meet him there if he finds that box. We are hoping Scott is not thinking something is up, since we are really pushing to get the bits we are missing. He does not.

One of the items we are missing is the glove box door. We have a good idea there is one at the mill site. Past experience has taught Geoff and me tools are needed every time we make a mill site stop and always more tools than what we think we need. We gather the tools we think we will need and some extras. Loaded them into the 1953 truck and to the mill site we go to look for a car with a glove box door for the right year.

We had to pull the taller grass and other small growths away from the car. In the process, Geoff makes a hornet mad and gets stung in the finger. Of all the places to sting a person. The car has been there for a while and what once was a floor of steel, is now one of dirt and weeds. We brought a blanket to use knowing that the area might not be nice, so we threw the blanket down for Geoff to lay on instead of the dirt.

Removal of the glove box starts. Everything is going great and then. "I need a stubby Phillips screwdriver." says Geoff. The one tool we did not bring. So we gathered everything up and back to the barn; this time, we brought the tool bag that did not come with us the first time. We already had the tool case. We also grab a few other things. Back we go.

All set; back up at the mill site in the car the time is about 6 or 7 o'clock in the evening at this point and it's starting to get dark. Remember the hornet that stung Geoff's finger? Well, the finger is swelling and going a bit numb. Geoff says nothing serious. As we set up this time, there is a FLASH of light which for a brief time brings daylight. The FLASH is followed immediately by a LOUD CLAP of THUNDER. Now we are trying to hurry so we don't get drenched. The rain stayed away.

*(cont. on page 15)*

## Scott Hughes' Big Surprise!

*(cont. from page 14)*

We worked on the interior over the next few days. Rick Mills came out and helped one day. It was good to have another set of hands. We had to fight the seat rails. The new ones wanted to twist the rails in such a way making installing the seats in the car impossible. Geoff went back upstairs and found some originals. Problem solved. We are three days away to the all British. Interior finally installed after many stuck fingers, installed and looks good. Now seems like a good time to see if it will move.

We again had to call Scott a few days before to ask if the car had insurance and some other details. We take the car for a spin to ensure the Overdrive works. All is good and I will tell you, it has some real get up and go. The engine several years ago spent two hours on the Dyno at Prather Racing. A story for another day, maybe.

So now the stage is set and the car is ready. Geoff registers the car for The All British the night before the show. Car is placed in the lineup on Sunday and Scott does not know. We still are not 100% sure Scott is going to come to the show. A call is made and he says he is on the way. We are going to put the bonnet up as you do for car shows and Geoff could not find a prop on the second floor. We had been using a WWII tent post which was left at Geoff's, so we thought. I went hunting in the park for a stick and found the perfect one. Now with the car parked and the bonnet open, the car is ready to surprise Scott. (The WWII tent post was found hiding on the boot hinge arms.)

Scott arrives and we are sitting under the tent and he sees a car, not his but like his, and says that car looks like my car. Now it is set to spring the surprise. Christi Rollert says to Scott, "Lets go look at the cars" and walks him down about seven cars to another car that looks like his, this one is his. Christi says whose car is that and Scott reads the show registration and it reads "Scott Hughes". I think he lost his footing because he was taken back a bit and there are tears of happiness.

MISSION ACCOMPLISHED!!

*(cont. on page 16)*



## Scott Hughes' Big Surprise!

(cont. from page 15)



## Lake Garnett Grand Prix Revival

*By Rick Mills*

October 13<sup>th</sup> was the 11<sup>th</sup> year for the LGGPR. Sunday morning came early as it's about a 90-minute drive to Garnett from south KC. We needed to be there at 8:00 a.m. to mark our usual spot by the starting lineup so we could set up our tent to serve lunch to 50 people that said they were coming from the KCMGCC and Triumph clubs. Larry Taylor, Tim Karman, Scott Hughes, and myself staked out our spot for the tent and all the necessary equipment for Larry and Tim to cook hot dogs and chili.

As the sun rose over the trees, people began arriving and several LBCs drove in and parked nearby. At 9:00 a.m., the roar of engines began to come alive. The National Anthem was sung and off they went! Not too many LBCs from the KCMGCC or Triumph clubs were on the track this year, but some others were. Russ Sifers was in his Corvette, Ethan Jenkinson in his TR6, and I think Claire Jenkinson ran her Mini Cooper (newer model), and Jim Hager ran his MGB Faurarri. There might have been others that ran. If I missed you, I apologize. I can't name all of those who showed up to eat hot dogs, chili, and desserts, but here are some pictures.

Maybe next year, I'll be able to run one of my MGBs on the new track surface!



## The History of British Racing Green

By Amanda Lundquist

*(Editor's Note: Brice Fawcett Jr recommended this article from Moss Motors, but it is very large and I suggest going online and reading it. Very interesting article. You should be able to copy the link and paste it in your browser.)*

[https://mossmotoring.com/the-history-of-british-racing-green/?fbclid=IwZXh0bgNhZW0CMATAAR1-JUP1ZNOJEhkWiY0wjhFjeo4vs0emNL-Ac0H7sN02bHxBvkF2BSvU3OI\\_aem\\_ARWwcUEbGHeWoN96b\\_t-YJlqzNHZ8dmmclrw\\_8fhT0enp8Tp0bR7H9\\_39pocT9opRyLJXKeYPQz1NWg3H-ddtJX8](https://mossmotoring.com/the-history-of-british-racing-green/?fbclid=IwZXh0bgNhZW0CMATAAR1-JUP1ZNOJEhkWiY0wjhFjeo4vs0emNL-Ac0H7sN02bHxBvkF2BSvU3OI_aem_ARWwcUEbGHeWoN96b_t-YJlqzNHZ8dmmclrw_8fhT0enp8Tp0bR7H9_39pocT9opRyLJXKeYPQz1NWg3H-ddtJX8)



## HEARTLAND ALL BRITISH

At a recent Heartland All British Car & Bike Committee meeting, a \$1,000 check was presented to HopeKids. This charity was selected as the charitable partner for the Labor Day Weekend show.



HopeKids is a non-profit organization that provides events, activities, and a support community for metro Kansas City families who have a child with a life-threatening medical condition.

In the attached photo, committee members Russ Amos, Larry Taylor, Roger Elliott, Kris Gamble, Steve Olson, and Ed Curry are presenting the check to Abigail Swafford, Executive Director of HopeKids, Kansas City Chapter. Not pictured is committee member Jane Amos who graciously agreed to take the picture.

## Ozarks International Raceway

*By Rick Mills*

Wow! This is a world-class facility. All concrete garage and pit area. A 3.9-mile course. 42 ft wide road course in Gravois Mills, MO; 2 hours and 15 minutes from our house in Grandview, MO. That's a great haul, but for us it's a great drive, especially in an MG, with the only interstate from Grandview to Harrisonville, the rest great MG roads all the way from Clinton to the race track.

We went down on Sunday, October 20<sup>th</sup> to see Jeff Givens run, not his TR3, but his '63 Ford Falcon. He showed us around with the help of his niece, Cassidy. Boy, did Jeff have fun, and so did we. This is a must-see race track that will have professional racing there soon.



## THE PULLEY THAT WAS, AND THEN WAS NOT

*By Tim Karman*

This story takes place last year (2023) when we went to Jesse Prather's Dyno Day. I have had several people telling me I need to tell this story as a newsletter article for the club. Many have said I need to tell this story so here it goes.....

For the past several months I, with the help of others, have been replacing the engine in my car. I pick up Grayson Hendrick at NFM and off we go to Topeka. I am excited to see what the rebuilt engine will do on the Dyno.

The Dyno was not able to get a good tach signal from my car. So the Hp high was 60.60 and torque was 74.15. If the tach signal would have stayed strong, it might have been different.

### The Drive Home

After spending some time at Kent Prather's garage, we headed for home. Rick Mills followed us to exit 197 on I70 back to KC. He called and said everything looked really good, no wobbling and no smoke (engine was recently rebuilt). We are now on the home stretch, sailing right along, and then at mile marker 214, there was a clank and clunk from under the hood. Not a sound you ever want to hear going down the highway miles from home. When you hear a noise like that after an engine rebuild, your heart takes up temporary residence in your throat. The ignition light illuminates.

The ignition light illuminates immediately!

Time to pull over, pop the hood or bonnet, and look. Fan belt is toast, maybe half there. Pulley for the alternator is gone! The pulley has now become a permanent fixture of I-70 East.

Geoff Rollert had trailered his white MGB 1976 (?) car to Dyno day and should be heading the same direction we are.

Grayson calls Geoff and asks, "Where are you?" Geoff tells us he's on some dirt road. We tell Geoff we need to rob parts from the Fred Flintstone MGB. Specifically, the pulley assembly and belt. Because it had departed from the car.

Geoff arrives in about 15 minutes. It is now dusk and the light is fading fast. Halfway through the removal of the parts from Geoff's car, the sun has disappeared below the horizon and darkness has arrived. My flashlight is dead, Geoff's works and it holds on all the way through the refit.

We manage to get everything put back together. I notice the belt or the pulley managed to pop off a spark plug wire from the cap. I reconnected it before closing the hood.

Once again on the road. Made it home safely. I have driven the car several more times since and all seems to be okay. I will go through it a couple of times to do some wire management and other things. It appears to be all sorted, or as sorted as it can be when one drives a British car.



# **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 27<sup>th</sup> & 28<sup>th</sup> 2025.

#### **Friday, June 27<sup>th</sup>**

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 28<sup>th</sup>**

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 27<sup>th</sup> & 28<sup>th</sup> 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!

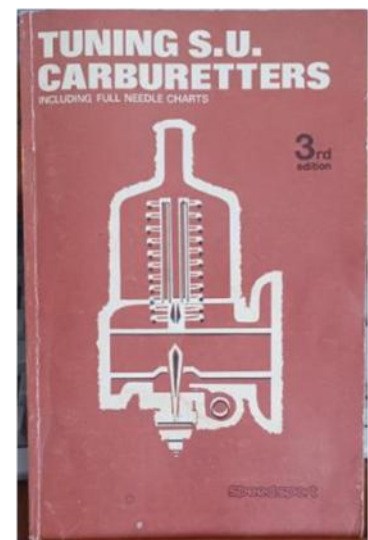
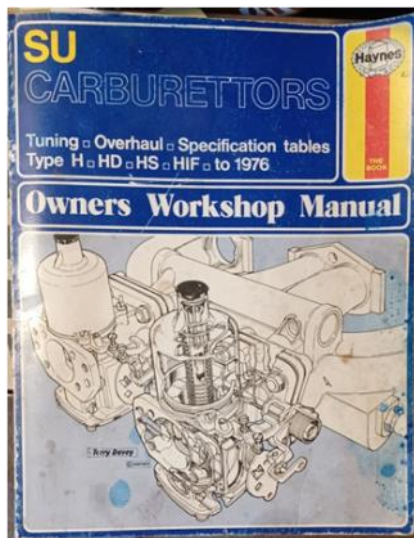
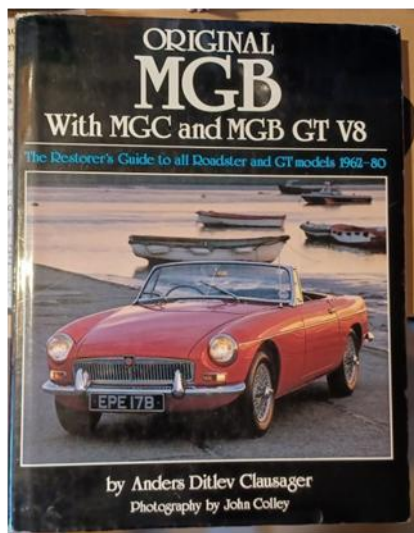
**For more details on events and pictures (and let's be honest, you want more), our website goes live about December 1<sup>st</sup>. Visit [MG2025.ORG](http://MG2025.ORG) to get the whole scoop. We can't wait to see you there! Our Chicagoland MG members are eager to meet you!**

## 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 KCMGCC CALENDAR OF UPCOMING EVENTS

### November 2024

9th, 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, Mission Lakes Clubhouse  
 17th, CRUMB Breakfast, Roxanne's, Platte City

**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.

## **\*\* KCMGCC November 2024 Monthly Social \*\***

Please join us on Tuesday, November 12<sup>th</sup> 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

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(816) 471-6687

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**Mike Hicks** Phone: 913.980.9292  
Email: hrepair@yahoo.com

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**Gary Gumminger**  
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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 27)

**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](mailto: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 28)

**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



**Don't forget to set your clocks back one hour on Sunday, Nov. 3<sup>rd</sup>**



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### Celebrating 60 Years of the MGB!

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**Step Five:** Click "Apply" then "Next Step" to Launch Your Free Listing

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



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**Robert Rushing**

Editor—MGB DRIVER Magazine

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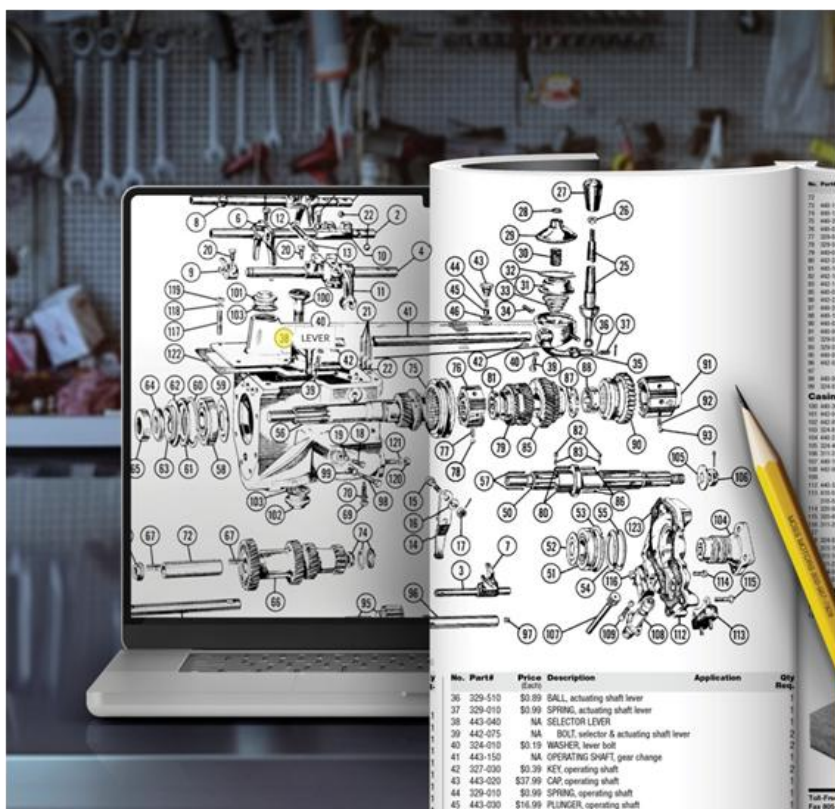
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"This tool gives the classic car owner the freedom to go to virtually any tyre centre/garage and accurately have your wheels balanced. The set has the three most commonly used spindle sizes on dynamic balancing: 36mm, 38mm, and 40mm. It has cup sizes to fit 42mm and 52mm centre lock wheels."



## Old School Meets Future Cool.

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The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

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**North American MGB Register**

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1  
[www.namgbr.org](http://www.namgbr.org)

## **\*\* 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                               |
| 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](mailto:membership@KCMGCC.com)





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

Monthly Newsletters  
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New Friends  
Social Events

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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>.