



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 44 Issue:11

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November 2025

Tenth Annual Chili Cook-Off

By Larry Taylor

On Saturday, November 16th, 45 Club members attended the Annual MG Club Chili Cook-Off at the residence of Larry Taylor and Linda Drozd, a tradition that began in 2016. The house was decorated for Halloween, and a few guests were dressed in Halloween attire. There were eight Chili entries plus variety of delicious appetizers and desserts. The evening started with appetizers, happy hour, and a tour of the



1951 MG TD, 1968 MGB and 1960 Triumph TR3 in Larry's garage. Next was the sampling 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. Grayson Hedrick won the award for best chili.

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ABOUT THE MG POST

The Kansas City MG Post is published monthly by the Kansas City MG Car Club. The KCMGCC is a member of the North American MGB Register and the American MGB Association, and is affiliated with the MG Owners Club, Cambridge, England. The MG Post is provided free to members. Opinions expressed herein are not necessarily those of the Club, the Club Officers, or the staff of the newsletter. Technical information is believed to be accurate; however, any repairs on mechanical advice is attempted at the reader's risk. The Club, Officers, or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult a certified technician.

NAMGAR

The Kansas City MG Car Club is a chapter of the North American MGA Register (NAMGAR). The Register was established in 1975, with the sole objective of promoting the restoration, preservation, and enjoyment of the MGA, Magnette, and their Variants. While NAMGAR started as a register of MGA's in North America, it soon became an organization to join, as evidenced from a membership roster of folks from all over the world! It immediately became the catalyst for very special social gatherings. NAMGAR is managed by unpaid volunteer Board and Staff members. They give their expertise and time freely in an effort to make NAMGAR the best MG club in the world.: Cost of membership in the NAMGAR is \$37.50 North America/\$52.50 International per year and unique dash plaque indicating your car's Register number, NAMGAR's award winning magazine, *MGA!*, six times a year and other benefits.

NAMGBR

The Kansas City MG Car Club is a chapter of the North American MGB Register. The North American MGB Register was formed in 1990 to serve the needs of MG owners throughout the world. The Register's executive committee is elected by the Affiliated Chapters. Officers can only serve two consecutive terms which ensures that new people and fresh ideas are always available. Finances are open to inspection at any time and the Treasurer provides financial statements that show how the membership's money is spent. Officers and Registrars receive no financial remuneration for their duties, but volunteer out of the spirit of the marque.

The award-winning magazine *MG Driver* is published six times a year.

Cost of membership in the NAMGBR is \$30.00 per year and includes a dash plaque with your membership number, the *MG Driver* magazine, and other benefits. (see namgbr.org)

PLEASE HOST A MEMBER GARAGE TOUR (MGT)

Anyone in the club can host an MGT. If you would like to show your garage or a car(s); need advice for a project or restoration; have a technical issue you would like to discuss; an improvement you would like to share; provide a forum for group discussion or just want to socialize, please sign up to host a MGT. All a host has to do is furnish the garage space and perhaps some coffee and doughnuts. MGTs 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 ltaylor6680@gmail.com to sign up.



**I NEED YOU TO
HOST A GARAGE
TOUR**

President@kcmgcc.com

Tenth Annual Chili Cook-Off

(cont. from page 1)

It was a pleasant October evening. Members were free to sit and visit inside the house, outside on the deck, or around the fire pit on the patio. Toward the end of the evening, Charlene Johnson was able to capture most of the group in an amazing photo. In summary, there was lots of chili, lots of appetizers, lots of desserts, lots of friendship, and lots of fun. Thanks to all that participated.



Winter Storage Guide for Classic British Cars

By Larry Taylor

Larry Taylor: ChatGPT, what are best practices for storing a classic British car for the winter?

ChatGPT: Here are best practices for storing a classic British car for winter — to protect it from moisture, corrosion, and inactivity damage while ensuring an easy spring start-up:

1. Clean and Prepare

- Wash and wax the car thoroughly, including the underside if possible. Wax helps protect paint from moisture.
- Clean the interior, vacuum carpets, and wipe down vinyl/leather with conditioner.
- Remove food or wrappers that could attract rodents.
- Clean and polish chrome and aluminum trim with a light coating of wax or oil to prevent oxidation.

2. Fuel and Fluids

- Fill the fuel tank completely to prevent condensation and add a fuel stabilizer (e.g., Sta-Bil). Run the engine for a few minutes to circulate it through the system.
- Change the engine oil and filter to prevent acid corrosion.
- Check and top off coolant, brake fluid, clutch hydraulic fluid, gearbox, and differential oils.

3. Electrical System

- Disconnect the battery or use a battery maintainer/tender to prevent discharge.
- Clean battery terminals and coat them lightly with dielectric grease or Vaseline.
- If removed, store the battery in a cool, dry place (not directly on concrete).

4. Tires and Suspension

- Inflate tires to 3–5 psi above normal to prevent flat spots.
- If possible, place the car on jack stands to take weight off tires and suspension.
- If left on the ground, roll the car a few inches every few weeks.

5. Protect the Engine and Exhaust

- For long storage (3+ months), fog the engine with fogging oil or spray into the cylinders through the spark plug holes.
- Seal exhaust and intake openings with plastic bags and rubber bands to keep out moisture and rodents.

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Winter Storage Guide for Classic British Cars

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6. Prevent Moisture and Rodents

- Store in a dry, well-ventilated garage with a vapor barrier (plastic sheet) under the car.
- Use desiccant packs or DampRid inside the cabin and trunk.
- Place steel wool or mothballs around tires to deter rodents or use peppermint oil repellents.
- Leave windows slightly open ($\frac{1}{4}$ inch) to reduce humidity buildup.

7. Cover and Environment

- Use a breathable car cover (cotton or woven fabric), not plastic.
- Maintain around 50°F (10°C) in heated garages and avoid large temperature swings.
- Avoid direct sunlight or damp basements.

8. Spring Revival Checklist

1. Remove covers and tape from exhaust/intake.
2. Reconnect or reinstall the battery.
3. Check tire pressures and fluids.
4. Prime the oil system (crank without spark plugs briefly).
5. Start and idle slowly while checking for leaks.
6. Enjoy your first drive of the season!



Notice of Annual Meeting

The Kansas City MG Car Club will hold its annual meeting and election of officers in conjunction with the Christmas Party on December 6, 2025, at 6:00pm at VFW Post 8100, 3413 Main Street, Grandview, MO 64030.

Please RSVP to the Evite for attending the Christmas Party.

2025 Kansas Rib Run Rally

By Jeff Givens – Rally Organizer

The third running of the Kansas Rib Run Rally was completed on 27 September 2025 at a little after noon Central Standard Time. What a great day! The weather was perfect, cool in the morning, warmer in the afternoon, a fine recipe to rally a group of old British cars, and their daring driver/navigator Teams. Each driver/navigator Team used, the Richta Rally App, downloaded on to the navigator's smart phone, a printed set of directions, and a general instruction guide to drive exactly 92.5 rally miles. The rally started at Olde Mill Properties (The Fuel House) in Bonner Springs, Kansas, heading west staying north of the Kansas River to Lawrence, and a rest break in Perry. From the break, over and around Lake Perry, then heading east across Jefferson and Leavenworth counties, before returning to the starting location in Bonner Springs.

Ten cars made up the rally group, with half never participating in a rally before. The Kansas Rib Run Rally (using the Richta Rally app) was designed for beginners. The Rally Master, and his assistant, designed the route, and determined the Perfect Time to each Control Point. There were no trick questions, no gimmicks, no rushed timing, but with a requirement of staying at or close to every posted speed limit along the route. There were 25 Control Points used during the competition. For every second a car was early or late to a Control Point a penalty point was accessed. The maximum number of penalty points that could be accessed at a Control Point was 180 (180 seconds, or three minutes). If a Team made a wrong turn, missed a Check Point, or had a maintenance issue between Check Points, the total assessment would never be more than 180.

Car number one departed Olde Mill Properties exactly on time at 09:01 AM on 27 September. All other cars departed at one-minute intervals there after. Triumph's, MG's, Austin Healey's, and a lone Austin sedan made up the rally group. A glorious sound to be sure, as their exhaust notes reverberated against the buildings. Car number ten, with Gary Gumminger driving (our British car mechanic extraordinaire) brought up the rear just in front of our "maintenance sweep Team". There have been rumors over the many years that our old British cars have some semblance of maintenance issues when being motored "smartly". Whilst being prepared for any maintenance challenge, however unlikely in an old British car, not a single maintenance challenge presented itself during the entirety of the 2025 Kansas Rib Run Rally. A testimony to those ten cars and their driver/navigator Teams.

		Scoreboard_2025_09_27_12_41_07																								
Car	Team	Total	2	3	4	5	6	7	8	9	10	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
10	Gary Gumminger / Michael Wilds	453	0	0	0	84	3	7	14	7	5	4	0	0	25	71	18	17	30	2	0	29	70	57	10	453
1	Dave Dobbins / Peggy Pike	524	0	0	0	42	7	1	10	27	0	48	0	0	51	86	8	0	1	20	147	0	41	35	0	524
7	Mark / Tammy	548	0	0	0	99	6	4	3	22	0	9	0	0	18	9	25	47	15	8	20	55	79	100	29	548
6	Ron Ray / Pat Barrett	626	0	0	0	142	2	0	6	19	5	39	0	0	14	19	66	27	2	1	11	45	82	137	9	626
2	Craig & Kim Simons	743	0	0	0	180	1	2	29	30	18	140	0	0	10	26	58	41	4	3	1	73	69	58	0	743
5	Steve Maerz / Carla Maerz	771	0	0	0	114	10	12	23	51	21	61	0	0	13	52	73	13	15	30	9	58	77	112	27	771
8	Brian Murray / Mike McMullen	865	0	0	0	76	8	5	11	20	5	48	0	0	180	75	38	63	27	3	12	99	103	91	1	865
4	Jeff / Roxann	905	0	0	0	158	14	4	19	46	22	0	0	0	28	9	180	180	47	33	27	58	45	26	9	905
9	Schimke / Barnes	969	0	0	0	180	7	1	28	32	24	180	0	0	50	27	79	24	3	116	3	103	41	18	53	969
3	Mike Osipik / Damon Osipik	1122	0	0	0	180	8	3	39	54	21	28	0	0	28	49	17	88	37	63	22	171	172	111	31	1122

(cont. on page 7)

2025 Kansas Rib Run Rally

(cont. from page 6)

The Richta Rally App keeps, and tally's the total penalty points accumulated by each car from Check Point to Check Point, reliably and continuously. High math using fingers and toes of the Rally Organizer, Rally Masters, and other "open toe shoe wearers" close by, is not required. An amazingly automated process! As each car crossed the "finish line", their total penalty points were immediately available to the Rally Organizer and his Team. A high number of penalty points is not an unusual circumstance in any rally that beginners participate in. It is all a part of the learning process, and it is very easy to make mistakes. Driver/Navigator communication is a key to fewer penalty points at the Check Points. In addition, the Rally Organizer/Rally Master Team insure that the rally route is quite scenic, in addition to many left and right hand turns that serve as a bit of a distractor to the Teams. The route we chose for the 2025 Kansas Rib Run Rally was very scenic, and the weather was perfect. So, the potential for penalty points because of the distracting scenery was certainly a factor on this rally.

The top three finishers were as follows:

First Place: Team Ten Gary Gumminger Driver/Michael Wilds Navigator driving a 1960 TR3a with a total of 453 penalty points.

Second Place: Team One Dave Dobbins Driver/Peggy Pike Navigator driving a 1974 MGB GT with a total of 524 penalty points.

Third Place: Team Seven Mark Meyer Driver/Tammy Lane Navigator driving a 1970 Austin America with a total of 548 points.

There are always lots of improvements to be had in any Time Speed Distance rally, and the Kansas Rib Run Rally was no exception. As you can see from the score sheet attached there are lots of penalty points spread quite liberally amongst the Teams. Each Check Point presented its own challenges, but no Team was hopelessly lost, no Team did "bad", and no Team broke down. Totals of Penalty Points never tell the whole story as all of the cars performed flawlessly, the driver/navigator Teams were present, happy with the route, and had fun, all the while participating in a true competitive endeavor.

I want to personally thank Rich Bireta (Rally Master), Albert Weaver (assistant Rally Master), Larry Taylor (assistant Rally Organizer and MG Club President), Keith Jordan (Triumph Club President), KC Triumphs (our sponsor), Dan Sullivan (Treasurer), Gary Gumminger (Asian Motors President), and the Olde Mill Properties. The 2025 Kansas Rib Run Rally would not have been a success without the assistance of all, over the last 11 months.

And last, but not least, a special thank you to all competitors. You guys and gals were simply amazing! Thank you!!

Rally On! Jeff Givens, 2025 Kansas Rib Run Rally Organizer

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2025 Kansas Rib Run Rally

(cont. from page 7)



First Place: Wilds/Gumminger



Second Place: Pike/Dobbins



Third Place: Mark/Tammy



Hard Luck Award: Osipik/Osipik

KCMGCC 2025 FAT Run

By Cecil Wise

On Saturday, October 24th, I would say that the FAT Run started bright and early except that it was overcast and sprinkling. This was a recurring theme the entire weekend. Normally, Mia and I go topless at least part of the weekend, but this time we didn't put the top down all weekend.

10 cars and 15 people headed out from the Love's in Northeast Kansas City. The first leg of the trip was a bit longer than normal, about an hour and a half, but everyone cut back on their coffee consumption and we all made it OK.

The first stop was at Peters Apple Market, which is a traditional stop for a FAT Run. While I was out front, I spoke with someone that was showing interest in the cars. Turns out this was Paul Peters, owner of Peters Apple Market. He mentions that he notices us coming most years and how much he appreciates us stopping by.



The second leg took us to Arrow Rock, which is another traditional FAT Run stop. The weather was kind of gloomy, so no one ventured into town, but rather hung out in the Visitor's Center and the parking lot.



Our next stop was lunch at Genesis Mexican restaurant in Boonville. After lunch, Geoff Rollert headed for home to work on getting ready for Guy Fawkes in a couple of weeks. The rest of us headed south toward the more interesting roads. The rain held off for the most part and we made good time going to Rolla.

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KCMGCC 2025 FAT Run

(cont. from page 9)

Dinner Saturday night was at Hopper's Pub in Rolla. Only one other car managed to stay with me going to the restaurant, but eventually everyone else made it. The food was good and there are 66 beers on tap.

The next morning was again dark and gloomy when we headed out. We saw lots of wildlife on Sunday; four deer crossed the road in front of me at various times. I also found out how little ground clearance the MGF has when I hit a hedge apple that was sitting in the middle of the road. I was closely watching the gauges after that as it was a hard hit. After our first stop for gas and coffee in Dixon, the rain set in. We had a stop at Lake of the Ozarks State Park and it was pretty miserable there. Several of us hung out for a bit in the shelter house, but most people just stayed in their cars. We ended up leaving early so we could beat the rush at lunch.

Lunch was at Patio 52 in Stover. I hadn't been to this restaurant prior to scouting the run, but it was very good.

Most people headed for home after lunch, but a couple of people decided to stay with me up to Sedalia, which is where the run ended.

We had no real break-downs on the trip except for Jeff Givens' broken battery mount which was solved by stuffing rags in around the battery. The weather could have been better, but still another good FAT Run.



THIS MONTH IN MG HISTORY

October 12, 1930: The Birth of the MG Car Club

By Abingdon Spares

On a crisp autumn day in 1930, 30 dedicated MG owners gathered at the Roebuck Hotel near Stevenage to formally establish what would become one of the world's most enduring automotive enthusiast clubs. The MG Car Club wasn't just another motoring society – it represented something special: a community united by their passion for Cecil Kimber's nimble sports cars and the joy of open-road driving.

The timing couldn't have been more perfect. Just two years after MG's debut at the 1928 London Motor Show, the marque had already captured the hearts of British drivers who craved affordable performance and sporting character. By 1933, the club had exploded to over 500 members, a testament to MG's growing legend. Today, 95 years later, that spirit of camaraderie lives on – whether you're restoring a T-type in your garage or enjoying autumn drives in your MGB, you're part of a tradition that began with 30 enthusiasts on an October day in 1930.

GoF Central 2025

By Chris Bouldin

First, and I have gotten this question more than a few times from club members, what is a GoF you ask? GoF stands for “Gathering of the Faithful.” It is a term that was coined by the New England MG T Register (NEMGTR) and the first one occurred in 1965. The NEMGTR MG club is composed of vintage MGs (pre-1940 non T-Type cars), and all the variants of the T-Types and Y-Types. Although the name of that club implies it is for the members in and around New England, that is not the case as there are members nationwide and even worldwide. It should also be noted that the NEMGTR is responsible for publishing “The Sacred Octagon,” a magazine dedicated to these cars since late 1964. As the GoFs appear to only occur generally in and around the New England area, it appears that MG enthusiasts of those cars not in and around New England not wanting to miss out on all the fun, started their own events in other parts of the country. So now, in addition to the original GoF, we now have “GoF Central,” “GoF South,” “GoF West,” and even there appears to be a “Texas MG Register GoF.” As if I was not confused enough already trying to figure out national clubs like NAMMMR, NEMGTR, NAMGAR, and NAMGBR! In years past, for a GoF, cars included started out as a vintage, T-Series and Y-Series focused event but has expanded to welcome all the letters of the glorious MG alphabet. This year, the NAMMMR held their national meet in conjunction with GoF Central 2025. As I am a member of the NAMMMR, this being the club for the Midget, Magna, and Magnette models created between 1928 and 1936 (my car is a green 1935 MG NA Magnette), this is the one show during the year that members of this club get together, as they are scattered across the United States and Canada. The GoF Central 2025 was held in Downer's Grove, Illinois (a suburb of Chicago), observed the 75th anniversary of the MG TD, and was hosted by the Chicagoland MG Club.



The last time my dad's car was at a GoF was way back in 1972. He towed it to Hudson, Ohio. I was all of 3 years old, so my parents took me to Oklahoma City to stay with my grandparents and my mom, pregnant with my sister, went to the show with him. For as long as I can recall, I have wanted to take the car back to a GoF, not only for my own interest, but in honor of my late father. Call it a bucket list item of mine. And with a little luck, there would be other N-Types to compare to, as I had only seen one other in my life.

This being the first time I have ever driven a vehicle with a trailer behind it, and driving all the way to Chicago and back, I wanted to make sure I had all the boxes checked to get the MG (and myself) safely to Chicago and back. I wanted to leave no doubt I would have a fully trailer-capable truck and an enclosed trailer, so I reserved them a good six months in advance. The trailer company was a bit skeptical of me when I told them the size of trailer I wanted and that I was towing a car. I had to clarify that it was a little British car. I went to the trailer rental shop to see what the interior looked like, tape measure in hand, to make sure no detail was missed. I ordered

(cont. on page 12)

GoF Central 2025

(cont. from page 11)

trailer hitch, ratchet straps for car tie-down, trailer door locks, and trailer hitch lock. I watched the YouTube videos on driving a trailer, particularly backing up the trailer both straight and turning into a driveway. The day to pick up the truck and trailer finally came. I picked up the rental truck and they were good enough to provide me with a sleeve adapter as the receiver was one size larger than my hitch. Snag one avoided. Hitch attached, I was off to the trailer rental store. Once there, my trailer was pointed out and I was quickly hooked up and off. I promptly headed towards a nearby very large and very empty parking lot for a one hour practice run of backing up and simulating turning into a driveway backwards. Once I was relatively comfortable with that, it was time to go get the MG and load it up. I picked it up and was soon ready for the trip. But not before I had to back the truck and trailer into the driveway. With my wife gently giving me suggestions from outside, and me remembering my lessons on how to back up a truck with a trailer, it went as well as can be expected. Which was not well at all. Eventually, I did make it in the driveway, although I still have a ringing in my ear from my wife's suggestions. Unfortunately Diane was not able to go with me (or maybe was afraid to, given my trailer-backing skills) so on a Sunday morning, I was off. The rest of the trip was uneventful except for my first time filling the gas tank in Des Moines. I made the turn into the space to refuel too tight. After filling up, I found that merely pulling straight out or even turning and moving forward would result in a less than agreeable meeting of the trailer's left fender and the gas station island concrete. I think I tried ten different combinations of get in, back up, jump out, check likely forward path, get in, pull forward, jump out again, check clearance and repeat. I came within less than an inch of damage to the trailer. Eventually I was free with no damage suffered, except for my pride. Snag two avoided. Had my wife been there, I suspect I would never have heard the end of it! Soon, I was at the hotel to attend a GoF!

The first day started out with a sectioned off area of the hotel parking lot to be filled with beautiful MGs of every color and style you can imagine. Between the out-of-towners like me and the locals, there were probably 60 MGs from 1930 to 1980. Later in the day there was a first timers show. Any owner who was bringing their car to its first GoF Central was able to participate in the first timers show, and since this was the first show for me with my dad's MG, this was a real treat to take part in. My dad's car got lots of attention as it had some period modifications from factory original that make it unique. It had been a four-seater straight out of the factory, but at some point had been converted to a two-seater with a very tasteful unique modified body tub behind the rear mounted door hinges. It was also equipped with a three carburetor set-up using Solex units instead of SUs at some point. Someone very talented fabricated the intake manifold to accomplish this. On this first day, a mystery was even solved in that someone suggested that the design of one of radiator support rods that I had never quite understood, served double duty as a radiator support AND fuel distribution header.

(cont. on page 13)

GoF Central 2025

(cont. from page 12)

Why didn't I realize this sooner? I was fixated on thinking it had been repurposed from some other car or machine to serve only as a radiator support rod. The quality seemed too good to be custom for one car but, upon reflection of the quality of the intake manifold, it makes perfect sense. The first timers show was followed by a dinner for the NAMMMR members. As the club only gets together once a year, this is always a great opportunity to get everyone in the same room, to have a great dinner and sit with old and new friends making new memories.

The second day was composed of a vendor sales event and a swap meet in one of the hotel conference rooms, and some tech sessions out in the parking lot. One group, including myself, visited a micro-brewery nearby. There also an MG Garage Block Party in nearby LaGrange.

The third day was supposed to have the main show but Mother Nature had other plans and heavy rains swamped the afternoon and evening. The local cars went home and out-of-towner's cars found shelter in an adjacent parking garage or in their trailers. Before the rains came, I was able to make it over the home and shop of Steve Styers, a local British car enthusiast who repairs them for other owners out of his home. He had a morning presentation on all variety of issues that trouble British car owners, and he proved to be very knowledgeable. Due to the rains, the valve cover races and the Funkhana had to be conducted indoors. The Funkhana was great fun, with teams of two participating in all manner of bean bag, ring toss, and Frisbee competitions.

The fourth and (for me) final day, came. The main show was finally here. The weather was perfect. The cars lined up for the 7 mile drive to a local farm venue for the show, and I must say, this was my favorite part. Although the stoplights separated us into smaller groups, it was great fun driving my dad's car in a parade of MGs. The actual show had two 18/80s, one two-door, four-seat saloon and one two-seat tourer. Originally released in 1928, these are the first model of cars designed entirely by MG. The saloon is apparently one of two known to exist in the US and it runs and drives, while the other is in pieces at a museum. The saloon and the tourer were both from around 1930. The tourer was driven, not trailered, by its owner all the way from St. Louis, which was very impressive. There were eleven MMM cars, including two M-Type Midgets (the first production MG Midget sports car with fabric over wood bodytub), one D-Type Midget, one J-Type Midget, four P-Type Midgets (including one airline coupe among them), and three N-Type Magnettes, including mine. There was one VA four-seat open tourer and one SA Tickford Drophead Foursome. These are basically larger more luxurious cars. The SA was replaced by the WA and that model was not continued after WWII while the VA was replaced by the Y-Type after WWII. There were two Y-Types, and quite a contingent of T-Types, including TC's, TD's, and TF's, totaling perhaps thirty-five cars. There was also a nice group of MGAs and MGBs. After the show, I was off to see family in Chicago and, unfortunately, I missed the awards banquet.

(cont. on page 14)

GoF Central 2025

(cont. from page 13)

My dad would have been proud to see that his car received first place in its class, which was a real honor when you saw the cars it was parked next to!

I was extremely fortunate to be in a position to attend this event, and cannot say enough good things about the folks in the Chicagoland MG Club. They hosted the NAMGBR25 and I am sure that was a great event.

So, I was finally able to check the GoF off of my bucket list. Now I have added another: taking the car to the MG International 2026 in Sandusky, Ohio! My wife will be thrilled...

Link to more pictures: <https://vintagemgchicago.com/gof-central-2025>

Link to Facebook page: <https://www.facebook.com/search/top/?q=gof%20central%202025>



First-Timers Show



18-80s



J with D behind



Lining up to leave for Main Show



TCs with TDs behind



More TCs with TDs behind

(cont. on page 15)

GoF Central 2025

(cont. from page 14)



Ms



Ts



Lots of TCs



TDs with TFs behind



SA and VA



P-Type Airline Coupe

KCMGCC Lake Garnett Picnic

By Rick Mills

Sunday, October 12th, started very early – up at 5:00 a.m. to get ready to leave at 6:00 a.m. and head for Lake Garnett for the club picnic and watch the Grand Prix Revival. For us, and a lot of KC area folks, it's at least a 90-minute drive to Garnett, KS. Larry Taylor and Scott Hughes were going to be there early (8:00 a.m.) to set up and establish our usual spot by the grid. We were expecting about 40 club members to enjoy the track racing and eat free chili made by Larry, hot dogs, sides, and desserts that were brought by members. The morning was brisk, but expecting a very warm day, however windy as well.

The sun rose over the trees and the National Anthem was sung and the engines came to life. Tim Karman, Larry, Scott, and Rick & Monica Mills set up the tent and tables along with Linda Drozd as drivers and rides approached the grid and lined up for the first run of the day. This was one of the best weather days the LGGPR has ever had (I think). You can already smell Larry's chili cooking and the hot dogs were being unwrapped as the cars were being rolled off the grid for the first 20-minute session.



About 12 little British cars began showing up for our lunch. They lined up in a nice row behind the tent area. Not only did Larry feed club members, but also some who owned British cars that just stopped by to say hi.

On the track was Russ Sifers in his '49 MG TC at great neck speeds of over ??? MPH! He had the most fun of all of us. To me, the most fun was talking to a younger gentleman from Nebraska. He and his lady friend drove down from Lincoln (about 4 hours) in his Honda S-2000 (okay, not British, but still a fun sports car!). He had so much enthusiasm, it was contagious.



(cont. on page 17)



KCMGCC Lake Garnet Picnic

(cont. from page 16)

After we all stuffed our faces with chili, hot dogs, Monica's brownies, and chocolate chip cookies (thanks, Nancy Dannhauser!), it was time to pack up and call it a day. Monica and I were not there on Saturday to see the car show and Autocross, but Jim Hager will tell us about that here:

Jim: "On Saturday morning, about 120 cars of various ages and makes staged at Lake Garnett for two 20-minute sessions. There were two classes of 60 mph, and one class of 80 mph, and one 100 mph class driving in one session in the morning. They took a break for lunch, then followed with a session in the afternoon. The professional drivers drove in a special class. These cars seemed to be driving especially fast with one Indy-style car leading the pack by a long shot. It was a pleasure to view many novice drivers this year. Many of the younger drivers had their fathers in tow as instructors."

"The weather was but cold enough for some dew to be on the ground, yet warm enough for many cars to drive with their tops down, especially in the afternoon. As the drivers finished at the track, they journeyed over to downtown Garnett for a car show."

Sunday pictures:



Darren Traub getting ready to race his Miata.



Some British cars getting ready to take off.

Presidential Briefing

By Larry Taylor

One of the best parts of being a member of the Kansas City MG Car Club is hitting the road for an overnight stay with other members for out-of-town car shows. Local events are always fun, but there's something extra special about traveling as a group to represent our club beyond Kansas City. Some of the shows that our members normally attend include the GOBMC Show in Springfield, the St. Louis British Car Show, the Brits in the Ozarks Show in Fayetteville, and MG national shows.

Traveling together turns acquaintances into real friends. Long drives give us time to swap stories, share roadside adventures, and enjoy each other's company. Once we arrive, the fun continues—exploring the show, gathering for meals, or just relaxing in the hotel parking lot surrounded by MGs and good conversation. These moments make our club feel more like a community than just a collection of cars.

Out-of-town shows also give us extra push to keep our cars in top condition and inspire us to fine-tune the mechanicals and make it look its best. It's not about chasing trophies, it's about personal pride in showing your car at its best, both on the road and on the show field.

At the end of the day, traveling to car shows is less about competition and more about connection. It's about the miles we drive together, the memories we create, and the pride we feel in keeping our cars alive and on the road. If you haven't joined us for an out-of-town show because you do not think your car is a show winner, consider this your invitation. The trophies may be nice, but friendships and experiences are the real rewards.

Tech Videos

Edited by Larry Taylor

147 MG Tech | Carburetor Tuning (10:36)

(Submitted by Tom Berry)

<https://youtu.be/4nvGLgO6pj0?si=UJmmVc8zudAKcZ0D>

482 MG Tech | Complete LH Overdrive Rebuild Demonstration for MGB 1968-1980 (1:37:14)

(Submitted by Steve Olson)

https://www.youtube.com/watch?v=PQKc3oc7G_s

CS alternator wiring GM AC Delco CS130 CS144 connector diagram to battery 105 140 amp (5:27)

(Submitted by Larry Taylor)

<https://www.youtube.com/watch?v=zmNGpYD25ak>

Tech Video Comments

Share your thoughts on the featured videos for inclusion in next month's comments section. Also share any videos you have found helpful. Email comments and video links to president@kcmgccc.com with "Tech Videos" or "TV" in the subject line.

** KCMGCC November Monthly Social **

We will be back to Zarda on November 11th at 5:45 p.m.:

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

Please RSVP to the Evite when you are notified

MEMBERSHIP STATUS

We have 163 members.

KCMGCC Ladies Luncheon

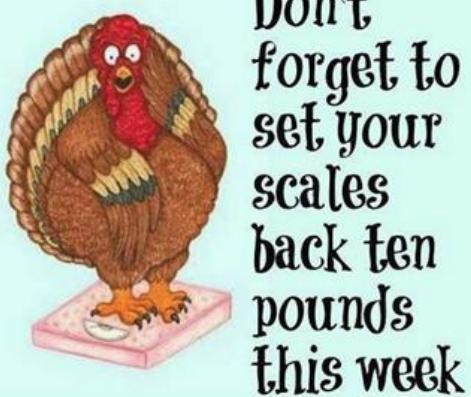
By Susan Pittell

Our next Ladies Luncheon will be on Monday, November 17th at Va Bene Italian Eatery in Prairie Village, KS. We will not have a luncheon in December, Next luncheon is in January.

Please respond to the Evite so we know how many are coming for seating.

We will determine future lunch sites as we go. Location suggestions are welcomed. If you have a restaurant suggestion, please contact Susan Pittell at 913-406-8128.

Don't forget to set your clocks back one hour on Sunday, Nov. 2nd.



Don't
forget to
set your
scales
back ten
pounds
this week

Jim Hager's Garage Tour

By Jim Hager

On Saturday, October 4th, Jim Hager hosted a garage tour at Jim and Elaine's residence in Mission, Kansas. It was a very pleasant day with a large turnout. Larry Taylor brought donuts and coffee before 10:00 am. Many people stayed until 2:00 pm enjoying the camaraderie while eating lunch wraps, potato chips and deserts, as well as a few beers.



Jim had lined up his seven classic cars in the driveway. He began by discussing his extensive past family history with classic cars, the old Midwest MG T-Series Car Club, along with unique memories with those cars. After that, Jim covered the purchase and restoration process of each of the seven classic cars in the driveway. Jim's brother, Steve, chimed in with additional facts about the family cars and his basket case restoration of his 1953 MG TD. Kelly Cronister, who had installed the MGC's wiring harnesses, and John Bryant, who is currently painting Jim's 1953 Porsche 356, were able to discuss their work and answer questions from the audience.

It was fun seeing all of the MGs lined up on Woodson Road. Elaine served as an interpreter to all



of the people who stopped to look. A special thanks to all the club members who helped with the assembly of the MG TF, especially Rick Mills for which without him, the TF would have still been in pieces.



Jim appreciates all those who were interested in attending, the final product of having his garage the cleanest it has ever been, as well as now having been left with a much desired car photo collection and an early obituary history with stories now on paper!





Why do We Wrench

Steve Olson

[Here](#) is a link to a great story from Hagerty Media by Rob Siegel who writes that the appeal of wrenching on your own vehicle involves much more than saving money. My experiences with wrenching, or spannering as the Brits would call, it are similar.

Hager Garage Tour

Larry Taylor

A Shout Out to Jim and Elaine Hager for hosting a Member Garage Tour and luncheon on October 4th and sharing stories about their family and cars across generations. (See additional article and pictures on page 15.)

MGs, Minis, and Millennials: The Next Generation of Little British Car Enthusiasts

Steve Olson

Hagerty sat down with a group of young classic car owners to get their perspective on and experience with the hobby. Exploring their stories and the friendships that they've built, Hagerty sheds some light on the next generation of British car enthusiasts. [Read Now.](#)

Bill Moore's Fall Festival Picnic

Larry Taylor

Shout Out to Triumph Club member Bill Moore for sponsoring and hosting the October 11th catered picnic for the MG, Triumph and Leawood Pistons Clubs at Shawnee Mission Park. Great weather, great food, great cars, and great friends. What more could you ask for.

KCMGCC members are encouraged to provide feedback on newsletter articles, club activities, and events, as well as to offer suggestions and share items of interest. Please submit your comments by the 25th of the month to president@kcmgcc.com for inclusion in next month's Shout Out.

Lake Garnett Picnic

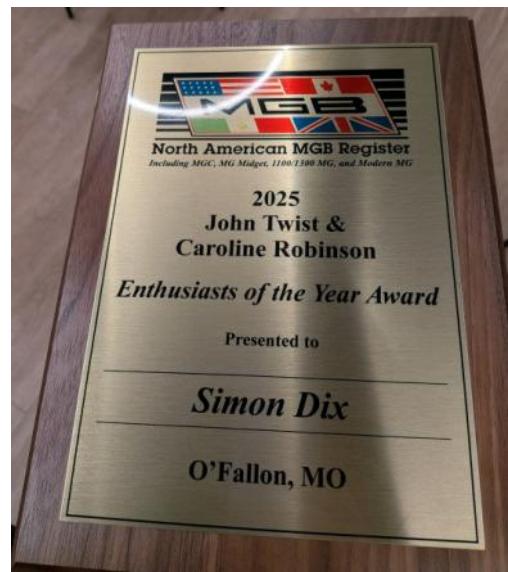
Larry Taylor

Shout Outs to Tim Karman, Scott Hughes, Jeff Givens, Rick & Monica Mills, and Linda Drozd for getting up early on Sunday morning to assist me in setting up for the October 12th Lake Garnett Picnic and to all who assisted with packing up. And an extra Shout Out to Tim for his excellent job as the head chef. (See additional article & pictures on page 11)

NAMGBR Enthusiast of the Year

Monica Mills

Congratulations to KCMGCC member Simon Dix who was awarded the John Twist & Caroline Robinson – Enthusiast of the Year Award at the NAMGBR Annual General Meeting in October. The award is given annually to a person showing the MG spirit. (*Editor's note – Simon is also the administrator of the KCMGCC website*)



Midget Mumblings

By Steve Olson

Are performance upgrades worth the price and added aggravation? That answer is Maybe.

I replaced the single Zenith Stromberg carb with twin SU carbs and manifold from an English Midget. When the USA emissions requirements became more stringent in 1975, we got Zeniths, but the home market cars kept twin SU carbs right till the end. My car ran well with the single Zenith once I swapped the needle and got it properly tuned and the manifold ports opened up to match the head. And it was dead reliable. Seeking more power, I bought the twin carb setup. It, too, took needle changes and some tuning to get right, but it did seem to add top end power and quicker throttle response. I have no data to prove any increase, but the car seemed quicker.

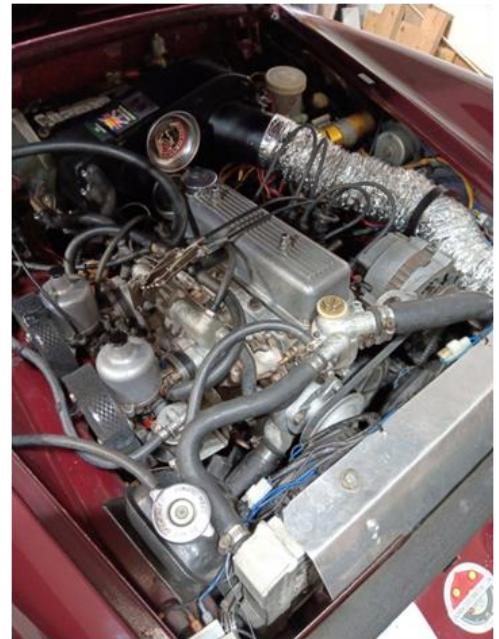
Twin carbs double the things that can and will go wrong, plus they have to be kept in sync. So reliability suffers some to get a bit more performance. I never drive the car competitively, so perhaps the only real advantage for me is how cool the engine looks when I open up the bonnet for car shows.

I replaced the orange painted tin rocker cover with an alloy one. It has less room inside, so one rocker tapped gently against it. I had to grind away a bit of alloy to quiet the noise. It also has no oil separator inside to filter the flow of crankcase venting to the carb. And the oil filter cap is vented unlike the original. This results in more air entering the intake flow beyond the carb. This is minor and can be tuned for, but it is not a plus for performance. But that alloy sure looks cool.

An engine-driven cooling fan consumes horse power and does so most at higher RPM. At lower engine RPM, like when idling in traffic, the fan is least efficient. So it does a poor job of cooling and robs power when no fan is even needed. The viscous clutch is designed to mitigate this and allows more aggressive fan blades for low RPM while allowing slippage at higher RPM. Instead, I chose electric fans that blow only when the engine gets hot. Of course, the alternator works a bit harder to keep the battery charged when the fans are running. And now I have more wiring and a fan temperature switch that can cause problems. Small power gain and maybe worth the hassle.

My radiator needed repair and I found a bargain aluminum radiator online that cost less than repairing my old brass one. And it somehow does a much better job of cooling the engine. Other than not looking original I see no downside and wish I had made the move sooner.

I sent my distributor to be rebuilt and, of course, they replaced the vacuum retard that emission laws dictated with a vacuum advance plus corrected the centrifugal weights and springs. Performance may be only slightly improved, but fuel economy is better and plugs stay cleaner. I consider that a win.



(cont. on page 23)

Midget Mumblings

(cont. from page 22)

I replaced the stock brake rotors with slotted and drilled ones. I don't make repeated panic stops from high speed, so I see no advantage. Perhaps they dry out faster if I drive in heavy rain. Probably not worth the expense. Premium brake pads are definitely a must for me.

I think my alloy wheels look great and they are far more round and true. Much smoother ride at highway speeds. But they are a bit wider and cause the tires to rub the fenders sometimes on hard turns. Still probably worth the hassle.



My biggest expense was putting in the Overdrive transmission from a Triumph Spitfire. Any overdrive today is expensive and I had to fabricate a cross member for the transmission mount. I also had to get the drive shaft shortened. Today, this upgrade would cost you \$2,000 or more. A modern 5-speed conversion would be even more pricey. Both options drop your RPM at 70 MPH from 4 thousand to low 3 thousands. Likely didn't change top speed or significantly increase fuel mileage, but it made cruising much quieter and should increase engine life. It made my car a much more comfortable highway driver. Glad I made this upgrade!

I can't recommend you make all or any of these upgrades to your Midget. It depends on how you drive your car and how much time and money you want to invest. Our cars were great just as they came from the factory. But I wanted to easily keep up with higher speeds on highways and wanted the car to get votes at car shows. Mainly, I just wanted to see if I could make improvements to my old car rather than trading it in on a more modern one.

Community Outreach Events

A complete list of local community Cars & Coffees, Cruises and Car Shows can be found on the Kansas City Auto Museum website at <https://kansascityautomuseum.com/event-finder/>

Below are favorite or special events submitted by members. We would like to include any events that you plan to attend or special fundraising events for your favorite charities or groups. Please email the date, name, website, or contact information and any other information for the event to president@kcmgccc.com. Publication deadline is the 25th of each month.

December 3rd: Mecum Auction pre-event 6:30pm at Your Classic Ride Your Classic Ride 2711 Warwick Trfwy., KCMO 64108 (South-East Corner of 27th & Grand Blvd.) benefiting DeSoto High School Auto Tech. More details to follow.

December 4-6: Kansas City, MO: Mecum Auction. Kansas City Convention Center, 301 West 13th Street, 64105. Kansas City Automotive Museum 2025 Art Car will be auctioned off during this event. Museum: 913-322-4227.

KCMGCC Lending Library

Our club has the books listed below available for members to borrow. We'll track checkouts and returns to ensure everyone gets a chance to read them. If you have books to donate or return, bring them to the next Social so others can benefit. To borrow, email me at president@kcmgcc.com and I will bring your selected book to the Social or arrange pickup from my house. Many of these books may be previewed online by Googling the title and author.

1. **Auto Restoration from Junk to Jewel** by Burt Mills, 1980
A detailed guide to restoring almost any old car to like new
2. **BMC and Leyland B-series Engine Data** by Lindsay Porter, 1985
B-series, history, engine data, repairs & maintenance
3. **Girling Disc Brakes and Servicing** by Lucas Girling Limited
Preventive and general maintenance
4. **Girling Drum Brakes and Servicing** by Lucas Girling Limited
Preventive and general maintenance
5. **Guide to Purchase & DIY Restoration of MGB** by Lindsay Porter, 1985
Complete guide to MGB purchase and D.I.Y restoration
6. **How to Restore Your Collector Car** by Tom Brownell, 1984
A practical down-to-earth car restoration manual
7. **MG Great Marques Poster Book**, Chris Harvey, 1985
Photos, descriptions and specification from Old Number One to the MGB
8. **MGA and Twin Cams 1955-1962** by RM Clarke
Road Tests, comparison tests, driving reports, records & more
9. **MG Sports the Six Cylinder Cars** by Peter Garnier, 1978
Descriptions, drawings, road tests of MG prewar 6-cylinder cars
10. **MG Parts Catalog Up to September 1976**, British Leyland UK Ltd, 1976
Covers MG, MGB, Tourer, GT and V8
11. **MGA - A history & Restoration Guide** by Robert P. Vitrikas, 1980
MGA Development, history, competition history & restoration guide
12. **MGA & MGB 1956 - 1979 Shop Manual** by Alan Ahlstrand, 1981
Clymer Publications Shop Manual
13. **MGA 1500, 1600, Twin Cam** by F. Wilson McComb, 1983
MGA history, development, competitions and specifications
14. **MGA Owner's Information & Technical Guide** by Todd A. Clarke, 1996
Tips that complement other restoration guides.
15. **MGA Restoration Guide** by Malcolm Green, 1995
Restoring body work, chassis, engine and trim etc. and more

(cont. on page 25)

KCMGCC Lending Library

(cont. from page 24)

16. **MGA Workshop Manual**, British Motor Corporation, Ltd., 1958
MGA factory manual Series MGA 1500, MGA 1600, MGA 1600 Mk II
17. **MGB Automotive Repair Manual** by John Fowler, 1989
Haynes manual covers all MGB Roadster and GT Coupe with a 1798 cc engine
18. **MGB Owner's Survival Manual** by Jim Tyler, 1995
MGB servicing and troubleshooting
19. **MGB The Illustrated History** by Jonathan Wood, 1994
Illustrated history includes MGB, MGC, MGB GT V8, and MG RV8
20. **Original MGB w/ MGC and MGB GT V8** by Anders Ditlev Clausager,
Restorer's guide to all Roadster and GT models 1962-1980
21. **SU Carburetors** by A. K. Legg, 1989
Haynes SU tune-up, overhaul, specifications manual
22. **The Book of the Car** by Anders Ditlev Clausager
History and development of the MG
23. **The Classic MG Yearbook 1973** by Richard L. Knudson, 1974
Reports on outstanding MG events in 1973
24. **The Classic MG Yearbook 1974** by Richard L. Knudson, 1975
Reports on outstanding MG events in 1974
25. **The MG Collection - The Post War Models** by Richard Monk, 1995
MG photos, specifications and narrative from the TC to the MGF
26. **The Series MGA Workshop Manual** by The MG Car Company
The official MGA factory shop manual
27. **Tune Up Your MGA-MGTD-MGTF Sports Car** by S. Russell Hawe, 1962
Tune up guide for MGA, MG TD and MG TF
28. **Tuning S.U. Carburetors 3rd Edition** by Speedsport Motobooks, 1975
SU Maintenance, tuning, needle specifications and more
29. **University Motors Press Technical Book** by John Twist et al, 2005
Compilation of John Twist TECH-niques and other technical articles

Books For Sale: Selling my collection of books, mostly about MGs, plus a few other marques. Books in Good to Fine condition. If interested, email me at MG48TCGRN@YAHOO.COM and I'll send you a price list. I am a member of the Long Island MG Car Club and NAMGBR. Ed Goldberg (05/25)

2025 KCMGCC CALENDAR OF UPCOMING EVENTS

November 2025

- 1st, Member Garage Tour, Kevin Smead
- 8th, Guy Fawkes, Rollerts House
- 11th, Social, Zarda BBQ, Lenexa
- 17th, Ladies Luncheon, Va Bene Italian Eatery
- 18th, CRUMB Breakfast, Black Bear Diner, Olathe

December 2025

- 6th, Christmas Party, VFW Post 8100, Grandview
- 16th, CRUMB Breakfast, Caleb's, Red Bridge

NOTE: The full page calendar for the year is now on the website, kcmgcc.com/events.
When you click on each event, it will describe full details: time, location, etc.

The Club uses Evite to notify members of upcoming events and to provide the host with the feedback to properly plan the event based on the number of people attending. You can set up an Evite account by going to <https://www.evite.com/register?next> entering your email address, a password, and your name, gender, and ZIP code. You can then check the status of the events you have been invited to or change your RSVP at any time by logging in to your account. Phone apps are also available from your app store.

DBE Kansas Proudly hosts
**The 38th Annual
British Faire and Tea**

Saturday, November 15th, 2025
10 am - 3 pm

New Location:
Community Covenant Church
15700 W 87th St Pkwy, Lenexa, KS

The DBE would like 10 British cars to show up at 9:45. You will be given a bracelet for FREE admission to the Faire. The Faire is from 10:00 to 3:00. You don't have to stay the entire five hours. There will be an Evite going out around November 1st, and the first 10 people to RSVP "Yes" will be allowed to show up for the special parking spaces. We will notify the selected.

Club Member advertisements

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 gummball1@gmail.com

Local Used MGB Parts

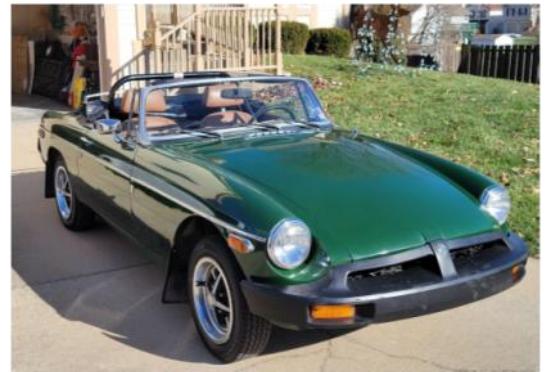
Now that Victoria British has left KC, it's less convenient to get MGB parts. I have collected a lot of used parts over the years and am making them available for very reasonable prices. If a used part for your 68-80 MGB will do, give me a call or drop me an email. This is not my profession, just trying 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: 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 \$10,000. If you have any other questions, call or text me, Moe Pelletier, 913-727-2304, moe.pelletier.sr@gmail.com. (04/25)



For Sale: 1968 MGB. Red with black interior. Wire wheels. Top is like new. No rust. Looks and runs good. Asking \$9,200. Contact Mike Sollars, 816-262-0600; mjsollars@gmail.com. (05/25)



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)



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)



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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."



North American MGB Register

P.O. Box 876
Downers Grove, IL 60515-0876

We are the official MG Club for MGB, MGB/GT, MGC, MGC/GT, MG V8, MG Midgets/AH Sprites, MG 1100/1300 sedans, and all Post Abingdon (MGF, MGTF, MG RV8, etc) MGs.

As a member of NAMGBR, you and your local MG or British Car Club can receive the following benefits:



The MG Driver

This bi-monthly color magazine is packed with useful information with the right mix of technical how tos, member stories and club updates and information.



Technical Help

E-mail questions to a group of technical experts to get help or leverage one of the model specific registrar experts to answer your questions. There's also a Facebook group to get community help.



Dash Plaque

To commemorate your membership you receive a dash plaque with your personal membership number.



Window Sticker

Proudly proclaim your membership in NAMGBR with this attractive two-sided window sticker.



Mutual Aid Directory (MAD)

A by state, by city directory of NAMGBR members willing to help another member in the event they break down or need assistance while traveling away from home.



Annual Convention

A multi-day celebration of all things MG and a gathering of MG enthusiasts from around the globe. Some fly in, some drive their MG or other British car or some bring a car on a trailer. This event features driving tours, a car show and a taste of the local food and drink. MG2025 will take place in Crystal Lake, IL.



Club Insurance

Does your local car club sponsor a car show? Do they have drives, events or regular meetings? Many venues require insurance to hold the event on their property. If your club has at least 8 NAMGBR members and is an affiliated Chapter of NAMGBR, then the club is covered with liability insurance for free! Director & Officer insurance is also available for local club officers.



Member Classified

NAMGBR offers a free classified section in *The MG Driver* magazine. Have an extra MG or parts you want to sell? Target your advertising to the people you know are looking to buy an MG or may need the parts you have.



Car Insurance

NAMGBR is the first MG club to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member can save you money on your insurance! Perhaps more than the cost of your membership.

Do you want to know more about the North American MGB Register? Check out our website at: www.namgbr.org



100,000/200,000/300,000 Mile Register

Has your MG gone the distance, and traveled 100,000, 200,000 or even 300,000 miles? NAMGBR honors this achievement with a special dash plaque your car can wear with pride.

Do you want to be a member in the largest club in North America dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abingdon MGs?

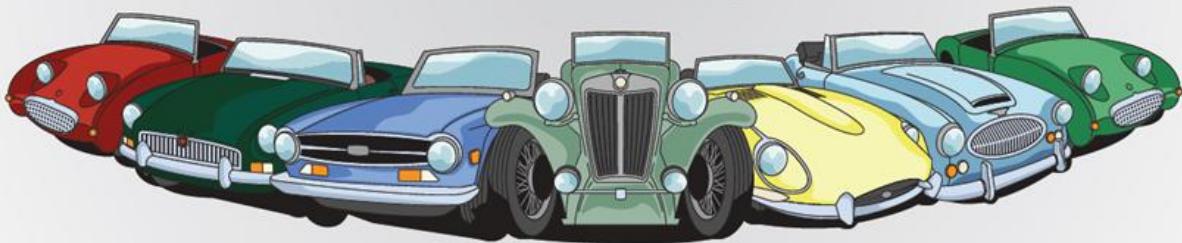
Go to the website and instantly join via a secure card payment. Mail in options are also available.



We look forward to having you as a member of NAMGBR!

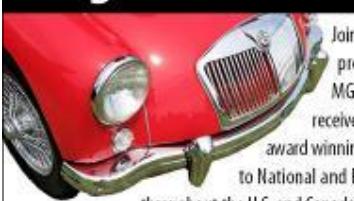


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North American MGB Register

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North American MGB Register

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Toll-free phone: 800-NAMGBR-1
www.namgb.org

** 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



Regalia

Please Note: Prices do not include shipping & handling for mailing to out-of-town members.
You can pick up Regalia at any local event or when you are in town.

Time to start thinking about Holiday Gifts! Promote our club with a new short sleeve or long sleeve T-shirt. More ideas on the next page.



Short Sleeve \$15

Long Sleeve \$20

If you want to bring your own shirt(s), the cost to put the logo on is \$10 per shirt. Please call Susan Pittell, 913-406-8128, for availability of sizes and color of shirts.



Tile Coasters

Mix or match.

\$8 ea, or 2 for \$14.



NEW STYLE Ball Caps

These just made for our club through our vendor. Tan softer caps with white lettering instead of black. Can be seen better from a distance. Still only \$20.

Heavy Duty Magnet, 11"x 4"

These are great for your garage or on your car at car shows. **\$8 ea or 2/\$14**



Regalia

(cont. from page 33)

Please Note: Prices do not include shipping & handling for mailing to out-of-town members.
You can pick up Regalia at any local event or when you are in town.



Windshield Sticker

Our nifty Club will provide all members with an equally nifty windshield sticker for one of your cars. This sticker is placed on the inside of the windshield to proudly display your club affiliation wherever you go! If you need more of these windshield stickers in your life than the one that is provided free as a new member, it will be **\$3.00 each**.



Grille Badge

There is no better way to show off your club affiliation than with these grille badges, plus the wives will love the bling it adds to the car! These grille badges are 3.5" in diameter and feature a 2-stud horizontal mounting system (with the studs and nuts included). **\$30.**



NEW STYLE Ball Caps

These just made for our club through our vendor. Tan softer caps with white lettering instead of black. Can be seen better from a distance. Still only **\$20.**



Wall Art: \$20/Small

Cover your bare spots on your walls. This piece fixes that issue quick!

Bottle Cap Magnets

\$3 ea, or buy 4 get 1 free

These are the best ways to jazz up your fridge!



Lapel Pins: \$2 ea.

This pin gives a distinguished look to anything you choose to stick it to, while displaying your club affiliation eminently.



Oil Change Windshield Sticker: \$1

These are a great looking and a functional way to keep track of your oil changes.



Heavy Duty Magnet, 11"x 4": \$8 or 2/\$14

These are great for your garage or on your car at car shows.

Name Badges: This is free to all club members! You have the option to have a picture of your car on this badge or not, that is completely up to you. The only catch is you have to provide a picture if that is what you want.



JOIN THE KANSAS CITY MG CAR CLUB

YOU GET ALL OF THE FOLLOWING:

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

Name: _____ Spouse/Other: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Cars (Year, Make, Model): _____

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

Phone or

Email Address: _____ 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 your checks payable to:

KCMGCC
c/o Jeff Storms
15960 Linwood Rd
Bonner Springs, KS 66012

OR, [ctrl + click here to pay with a credit card](#) 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:

To join and pay online go to
www.kcmgcc.com/membership
or scan

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



* Pays through May 31st of the following year.

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



KANSAS CITY MG CAR CLUB STUDENT MEMBERSHIP APPLICATION



Free membership for individuals age 16 to 23 enrolled in high school, trade school or college courses.

Your Name: _____ Age _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone or

Email Address: _____ Cell Phone: _____

Educational Institution _____ Grade Level _____

Cars owned, if any (Year, Make, Model): _____

Do you want your telephone number and email address listed on the club roster? Yes No

To be completed by the parent/guardian only if student is under age 18.

Parent or Guardian Name: _____

Email Address: _____ Phone: _____

I hereby give consent* for my child to join the Kansas City MG Car Club and participate in the club's meetings and events.

*Please note that a student will not be able to participate in the club without parent/guardian consent. Students who are 18 or older do not require consent.

Parent/Guardian Signature: _____ Date: _____

If you have any questions about the Kansas City MG Car Club, its activities, or later decide you no longer want your child to be a member, please email President@kcmgcc.com.

Mail completed application to:

KCMGCC
c/o Nancy Dannhauser
1454 Brompton Lane
Raymore, MO 64083-3505