



# Kansas City MG Post

## Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 44 Issue:10

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**October 2025**

### A Triumph at the Stoplight – and at the Show

*By Tim Karman*

On my way to the **Heartland All British Car & Cycle Meet** in Merriam, KS on **August 31, 2025**, the weather couldn't have been better – mild skies, temperatures in the mid-70s, and no rain to dampen the day. Perfect conditions for a British car gathering.

Stopped at a light, I heard a voice: **“I like your British ride.”**

I turned and saw a rider on a Triumph motorcycle, proudly pointing to the marque badge on his tank. I told him about the show just up the road. He grinned and said, *“You just made my day.”* Originally, he had planned to grab a coffee at Blip Roasters and then head home. Instead, he decided to come check it out. His name is Nick Kahler.

Fast forward a few hours. As I was casting my ballot for **Participants' Choice**, I spotted a familiar jacket draped over a Triumph parked nearby. It was Nick. We reconnected among the rows of polished MGs, Jaguars, and Triumphs, and ended up having a great conversation.

The best part? He didn't just stop by—he was **super excited** to discover the event and went on to **win first place in his class**. What started as a casual exchange at a stoplight turned into one of the highlights of the day, a reminder of how these shows bring people together in the most unexpected ways.



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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](mailto:ltaylor6680@gmail.com) to sign up.



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

[President@kcmgcc.com](mailto:President@kcmgcc.com)

## Playing With My Engine

*By Tom Berry*

Shortly after acquiring my MGA Coupe I, with the able help of Chris Armacost, a friend and fellow MGA Coupe owner, took it apart to update and refurbish many of its features such as Paint and body, the running gear and the engine. After getting the engine and transmission out, and sending the car off to have the paint work done, I rebuilt the engine. A friend in Marietta, Georgia was in need of a 1600cc MGA engine so, after acquiring a rebuildable 1800cc 3-main B engine, the 1600cc engine went to Georgia. After the car was reassembled and running the way it should run, I continued with improvements and upgrades that I thought would help the performance of this great little BMC engine. As I built the engine, I did it with the idea that I could make improvements in the future. I bored it .040 over, cleaned up the ports in the head, used bigger valves, decked the block, and was careful in the selection of a camshaft. All of these things have paid off with my latest project, the addition of 1 ¾ Carburetors.



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



*(cont. on page 4)*



## Playing With My Engine

*(cont. from page 3)*

Next problem was that the studs in the manifold were too large. I was able to pull them, helicoil the holes to the correct size and replace the studs.

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



I knew that finding a heat shield for this set-up would be impossible. I got a piece of stainless steel sheet from the local Metal by the Foot store and to build the heat shield out of. Now that the carburetor bodies could be assembled on the manifold, laying out the design of the heat shield was not terribly difficult. I cut out two heat shields and pop-riveted them together with a spacer over the rivet for an air space in between the two for insulation. The rear section had to be slightly different to clear the mounting flanges on the carburetors and the linkage between the carburetors. It took some time and work with a polishing pad after it was complete, but the results were good. It works and looks great.

The fuel lines and fittings were all different, and I wanted them to have a professional look rather than using rubber hose and a number of hose clamps. I was able to get what I think, is a pretty nice appearance using -5 stainless steel braided hose and a fitting from an old MGA fuel line, along with some brass compression fittings.



*(cont. on page 5)*

## Playing With My Engine

*(cont. from page 4)*

I got a call from Craig at Foreign Car Enterprises saying the carburetor kits had come in from Joe Curto. I was now ready to begin rebuilding the carburetors. We had explained to Joe what I was doing and asked for and followed his recommendation for a needle size for the carbs. The rebuild/assembly was not difficult except for the float bowl adapters which required some modification. The HS6 SUs on a Triumph are straight side draft and the carbs on an MGA/B are at 20 degrees, so the adapters had to be modified slightly to bring the float bowls level.

The next morning, I was in my little shop early beginning the installation. It went well and was straight forward, as I had had everything assembled on the bench previously. When I first started it, the Air/Fuel Ratio gauge that I installed last year, for the purpose of tuning the carbs, showed that even just idling in the shop, it was too lean. No problem, turn the jet nuts a few flats with my handy-dandy little SU wrench and the AFR is now 12. Time for a road test. My expectation was that it would run about the same on the low end and any improvement would be on the higher end. On the first time out, the engine performance was improved. After a couple of carburetor adjustments, and raising the float level a bit, the car runs better than it ever has across the full RPM range. The addition of the 1-3/4 carburetors, together with the 123 Tune ignition and a 2" exhaust (both installed before the HS6's) with the ability to easily install and modify my own ignition curve, really brought this engine to life. I am very pleasantly surprised with the improvement.

Some may disagree with my decision to use ram tubes instead of air filters, but the long ram tubes do have some effect at lower RPMs and, although I do drive my car regularly, I don't typically drive it on dusty dirt or gravel roads.

## **\*\* KCMGCC October Monthly Social \*\***

We will be back to Zarda on October 14<sup>th</sup> at:

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

**Please RSVP to the Evite when you are notified**

## Member Spotlight

*By Carl Ostanek*

My name is Carl Ostanek and I own a Red 1971 Midget here in Overland Park, KS.



I have always been interested in classic automobiles and for 25 years, I owned a 1948 Dodge, but was discovering it was getting harder and harder to enjoy that vehicle because it was stored in a garage 20 miles away. I decided it was time to find a way to have a vehicle at home, but not give up garage space; having only a 2-car garage, left only one option – a four-post lift and a very small car, so the



search began. After doing some research and doing a slight modification of my garage (adding a high lift door), an LBC, along with my limited budget, would “fit the bill”.

Growing up in Cleveland, Ohio, my best friend in high school owned a '58 TR3, so I was fond of these cars and aware of the issues of owning a British car. We spent many a weekend working on that TR, this was the early '70's, so sources for parts and guidance were

slim and we certainly struggled to keep it on the road, but when we did, we had a blast in it which left a lasting impression.

I starting searching the local ads and Craigslist postings here in KC for an LBC in 2010. My lovely wife, Karen, of course was not totally onboard. She had grown up around American muscle, and even today owns a 465hp Mustang GT, so the idea of tooling around in a 60hp oversized go-kart was not high on her list, but she was a good sport and played along. Little did she know that her prized Mustang would “live” underneath whatever car I purchased! In July of 2010, I found my 1971 Midget on Craigslist in KCK, and in October of that year, I purchased and had installed the four-post lift along with modifying the garage door. The little red car now had a new home.



This Midget was a daily driver for the previous owner's wife and was far from perfect, but had been well taken care of and the husband was capable of keeping it on the road, even though some of his handy work I am still sorting out. To this day, I am still not sure what year this car actually is since the original VIN is missing, being replaced with a California registration number, and the motor number is also missing adding more confusion. The title does say '1971', but some features point to a 1970 build and as we know, this is pretty common in LBCs. The Midget has chalked up over 115K miles, 15K are mine and has had few modifications, one being it has no heater (which I have), and the radiator is out of a Honda which seems to work just fine and I will not replace it unless I need to with the original that I have. The car did come with a nice roll bar and hard top that I do not use and have never installed.

*(cont. on page 7)*



## Member Spotlight

(cont. from page 6)

Since owning the car, I have replaced the wire wheels, tires, brakes, spindles, exhaust system, Armstrong shocks, fuel pump, clutch, and transmission. Over the years, I have also replaced and reupholstered the seats (anyone looking for seat frames?), replaced the convertible frame, leather wrapped the steering wheel, and replaced a few odds and ends. Much more needs to be done, but in due time.

Karen and I joined the club in 2018 and really appreciate being a part of that "family". The camaraderie and relationships we have experienced are more than we could have ever imagined. We enjoy taking the car out on Sunday drives, probably me more than her, and I always get a kick out of showing it to people, especially the very young who are always amazed at its size and the older folks who say it brings back fond memories from years ago.

Looking forward to many more miles – **Safety Fast!**



## KCMGCC Ladies Luncheon

By Susan Pittell

Our next Ladies Luncheon will be on Wednesday, October 29<sup>th</sup> at Ricco's Italian Bistro in Overland Park, KS.

**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.

I Have a fear of  
SPEED BUMPS



BUT.. I'm slowly  
getting over them!

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## MEMBERSHIP STATUS

### Welcome new members:

Ron & Susan Ray of Kansas City, MO who own a '59 Austin Healey 3000, a '59 Triumph TR3, and a '72 Triumph Stag.

Paul & Debbie Brown of Platte City, MO who own a '67 MGB.

**We have 162 members.**

## Sunday Morning Pop-Up Breakfast Drive

*By Carl Ostanek*

On Sunday, September 28<sup>th</sup>, I put on an early morning breakfast run in northwestern Johnson County, KS, with us ending up at JT's Grill in De Soto, KS for our breakfast meal and great conversations.

It was a beautiful morning with just a slight chill in the air, but perfect for a countryside cruise; the roads were clear of traffic being that early and a pleasure to drive. We had 10 cars participate: 2 Midgets, 3 MGBs, 1 MGA coupe, 1 XKE Jaguar, 2 Classic Minis, and 1 Miata. We finished our 30-mile run with a photo of the group in front of a mural in downtown De Soto.



I want to thank everyone who participated and hope someone can organize another Sunday morning drive. Just contact Rick Mills and he will make it happen.





## Benefits of Owning & Driving Classic British Cars

*By Larry Taylor*

**Larry Taylor:** ChatGPT, what are the benefits of owning and driving classic British cars?

**ChatGPT:** Great question — classic British cars (MGs, Triumphs, Jaguars, Austin-Healeys, Minis, etc.) have a mix of charm and quirks that bring real benefits to their owners. Here are the main ones:

### 1. Pure Driving Enjoyment

- Light, nimble handling — many British sports cars were built for winding country lanes, not straight highways.
- Top-down motoring (in roadsters like the MG, Triumph, Healey) gives a sense of freedom that modern cars rarely match.
- A direct, mechanical feel — no power steering, no electronic aids, just you, the wheel, and the road.

### 2. Style & Character

- Timeless design: wire wheels, leather interiors, wood dashboards, and chrome trim.
- Quirky personality — every car has its own noises, smells, and quirks that make it feel alive.
- Attention-getters: they spark conversations at gas stations, shows, and even traffic lights.

### 3. Sense of Accomplishment

- DIY-friendly: many classics are simpler to maintain compared to modern cars.
- Satisfaction from restoring, tinkering, and keeping an older machine running.
- Problem-solving skills: you learn patience and creativity working around parts shortages and mechanical surprises.

### 4. Community & Friendship

- Strong clubs (like MG Car Club, Triumph Register, Jaguar Owners Club) and local gatherings.
- Car shows, rallies, and tours provide social connections with like-minded enthusiasts.
- Multigenerational — many owners pass cars (and knowledge) down through families.

### 5. Affordable Way Into Classic Motoring

- Compared to Italian or German classics, British sports cars are often more affordable to buy and run.
- Parts availability is surprisingly good, thanks to specialists like Moss Motors, Rimmer Bros, etc.
- Insurance can be lower with classic car policies.

### 6. Lifestyle Benefits

- Encourages getting outside and exploring back roads rather than sitting in traffic.
- Boosts mood and reduces stress — driving a classic is more like a hobby than a commute.
- Creates stories and memories (breakdowns included!).

### 7. Nostalgia & Heritage

- A link to British motoring history — these cars were symbols of post-war optimism and sporty freedom.
- Many owners enjoy the retro feel: no computers, no screens, just pure motoring.

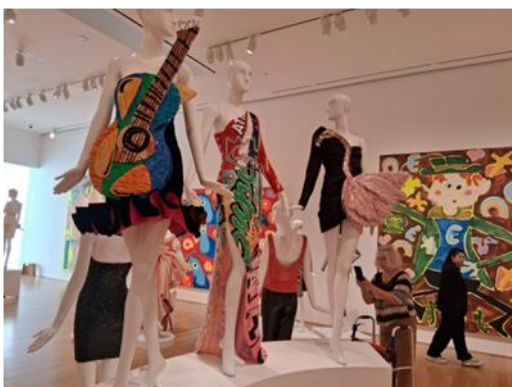
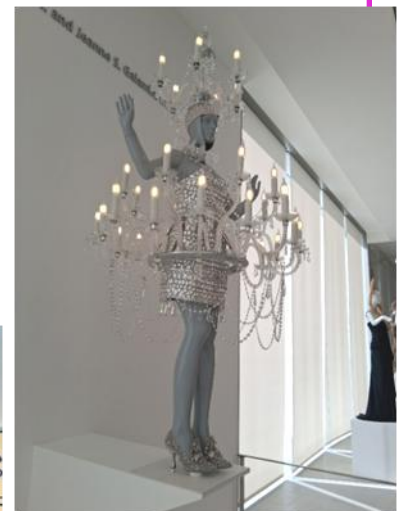
In short: **Classic British cars bring joy, pride, community, and a sense of adventure.** They may require patience (and a good toolbox), but the rewards go far beyond just transportation.

## JOCO Nerman Museum Tour

*By Susan Pittell*

While the guys went to John Brown's Garage Tour on September 6<sup>th</sup>, the Nerman Museum at the Johnson County Community College had an exhibit that six lively club member ladies had an awesome time touring A Match Made In Heaven. Those that attended were Susan Pittell, Mary Carroll, Roxann Storms, Linda Drozd, Marsha Patzwald, and Sariah Hedrick-Attari.

Fashion designer, Jeremy Scott from Kansas City and artist, Katherine Bernhart from St. Louis, presented their first exhibit together. Our docent, Debbie, was wonderful and so informative. A few of the designs were made for the MetGala for Katy Perry, Taylor Swift, Sabrina Carpenter, etc. Their imagination was wild, fun, and humorous. The hats, dresses, purses, and shoes were an amazing visual experience. The exhibit has been extended until October 26<sup>th</sup>. Go see it!!!



## Presidential Briefing

*By Larry Taylor*

Are you getting the most out of classic British car ownership? Owning a classic British sports car is a joy in itself – the sound of the engine, the feel of the road, and the simple pleasure of driving a piece of history. But the real reward of ownership comes when you take that joy a step further and get it out of the garage and share it with others. Being part of a British car club and the broader British car community is about far more than turning a key – it's about turning acquaintances into lasting friendships and building a community that keeps these cars on the road for generations to come.

### **Keep Your Car in Top Shape**

When your car is well-maintained, you're ready to join in on all kinds of adventures – from day trips and overnight drives to traveling as a group to out-of-town car shows. A car in top mechanical condition doesn't just make the drive more enjoyable, it makes it possible to participate fully.

### **Show It Off—For the Fun of It**

Polishing your car and entering it in local and regional shows is not about the trophies. It's about the camaraderie, the conversations, and the connections you make with other enthusiasts and the broader British car community.

### **Take Part in Club Life**

Monthly social and breakfasts meetings and tech sessions are at the heart of every club. They're a chance to share knowledge, swap stories, and pick up tips that keep our cars running and looking their best. The more you participate, the more rewarding your ownership experience becomes.

### **Help Others, Learn Together**

One of the joys of these clubs is the spirit of helping hands. Whether you're lending your expertise to a fellow member's repair project or learning something new yourself, the give-and-take keeps our cars and our friendships running smoothly.

### **Share the Story**

Contributing to the club newsletter or bringing your car to community events helps spread the word about the joy of British car ownership. Every article, every display, every conversation plants a seed that may grow into the next generation of enthusiasts.

### **Build a Stronger Future**

By participating in club activities, you're not just enjoying your own car—you're strengthening the entire British car community. A vibrant community means continued parts availability, mechanics who understand these cars, and a pool of future buyers who will cherish them as we do.

At the end of the day, the more you participate and contribute, the more you benefit. Our cars may have brought us together, but it's the people who keep us coming back.

As the saying goes: **Come for the cars, stay for the people.**



## Heartland All British Car & Bike Meet

By Ed Curry

Was it rain or shine on the day of the annual Heartland All British Car and Bike Meet? Truth was in the eye of the beholder! For those attending, not a drop of rain. For those relying on the forecast, a full day of showers. Such is the make-or-break of a car show or any summer outdoor event. For our Labor Day weekend, it was a mixed success. Saturday evening, August 30<sup>th</sup>, about 100 car guys, friends and relatives turned out for the Cookout and Boot Sale. Lots of hot dogs, brats, homemade cookies, and trunk junk changed hands.

Sunday morning, August 31<sup>st</sup>, was off to a slow start, with some weather watchers arriving late. At the height of the show, 95 LBCs were filling the lot at Merriam Farmers Market. That's off by about 30% versus last year's turnout. MGs outshone Triumph by 50%. Are Triumphs more likely to melt in the rain... Hmm? Whether it's rain or shine, show expenses hold steady, and so there was a financial loss this year.

Planning has already begun for next year, and we have the Farmers Market booked. For those departing late, you may have noticed the Natsu Matsuri KC Japanese Summer Festival arriving on our heels. They were vying for our daytime spot a year from now, so we had to defend our turf!

Special thanks to our day-of-event volunteers. Without them, a few old committee guys could not have done it: Pat Barrett, Doug Harr, Dan Sullivan, Rick and Monica Mills, Jeff Givens, and Ron Ray.

**And most of all, thank you to the 39 MGs that attended the show. Tell us your likes and dislikes about the show. For the other 122 members who did not participate, please let us know how we can entice you to attend. Please comment on the show format, the venue, visitor parking, registration process and cost, car classes, the voting, awards, or any other elements you liked or disliked. Send your comments to [ecurry@att.net](mailto:ecurry@att.net)**

(For a list of winners, go to <https://heartlandallbritish.com/index.html> and click on "List of 2025 Winners")



## Brits In The Ozarks All British Car Show

*By Larry Taylor*

This year, the Brits in the Ozarks Car Show in Arkansas was scheduled for September 19<sup>th</sup> and 20<sup>th</sup>, the same weekend as the St. Louis All British Car Show. I am told that when the Razorbacks have a home game, and the Bikes, Blues & BBQ hold their annual event, there are no hotel spaces available those weekends, so the show must be scheduled on different non-conflicting weekends. Consequently, the Arkansas show does not have a fixed weekend. This scheduling conflict was unfortunate because I enjoy both shows, but this year I elected to go to the Arkansas show.

The Arkansas group that left on Friday morning consisted of Tom Berry and Chris Armacost in their MGA Coupes, me in the TR3, Ron Ray in his big Healey. Linda, Susan Ray and dog Brode followed in Susan's daily driver. We stopped at Braum's for lunch in Carthage and then drove on to the Holiday Inn host hotel in Springdale. We checked in around 3:00 pm, picked up our registration materials, and washed the cars.

Friday evening, our group met in the hotel parking and enjoyed the complementary pre-show chicken dinner. Joining our group was Jeff Givens who arrived on Wednesday with his Triumph TR3. Jeff participated in the pre-show drives, which he described as enjoyable and one as quite challenging. Rob Soule also arrived without his Midget, but brought the MG Club flag. After dinner, we stayed in the parking lot and enjoyed beverages and conversation well into the evening.



The show is held on grass at the Agri Park on the University of Arkansas grounds, about 10 miles from the hotel. We woke up to rain on Saturday morning, which delayed leaving for the show by about an hour. The light rain continued on and off most of the morning. About the time you got the car wiped down, it would rain on it again. Nevertheless, we had the opportunity to view the cars, vote for our favorites, and visit the food vending and the silent auction located at the park shelter house. At noon, heavy rain began with intense lightning and thunder, including several strikes near the show. Some participants sat in their cars, some stuck it out under their easy-ups, some left, but most packed into the shelter house. By 1:00 pm, it was still raining hard and there was an inch or so of water

coming into the shelter house and rising. The silent auction ended at 1:30 and the rain seemed to be letting up, so I left for the hotel, only to encounter heavy rain on the trip back. Others stayed longer and I understand it was a muddy mess with some cars getting stuck in the mud.

*(cont. on page 14)*



## Brits In The Ozarks All British Car Show

(cont. from page 13)

By the time of the awards dinner on Saturday evening, the rain had stopped. The show benefits ALS (Lou Gehrig's Disease). After a typical banquet buffet, an ALS representative made an emotional appeal for donations which resulted in receiving about \$4,000 and with matching raised about \$11,000 for the cause. Automobile journalist, classic car expert, concours judge and collector Andy Reid followed giving a surprisingly interesting presentation about his early love for British cars, then went on to rave about the new four-wheeled Plus Four Morgan now for sale in the United States, describing it as a "quintessentially British sports car" that remains true to its traditional, hand-built roots.



The awards presentation followed. This year, awards were given for first and second place only and were unique laser-engraved plaques made from Northwest Arkansas native black walnut. Tom Berry (left) won 1<sup>st</sup> Place in the MGA class for his 1960 coupe and I won 1<sup>st</sup> Place with my 1960 Triumph TR3.

The next morning, we headed home on our own. Linda and I encountered about 30 minutes of sometimes heavy rain. We did not stop to put the side curtains on and got a little



wet, but otherwise we arrived home, as did the others, safely without incident.

The rain made this show memorable, but all in all I had an enjoyable time and Brits in the Ozarks remains my favorite out-of-town show.





## St. Louis All British Car & Cycle Meet

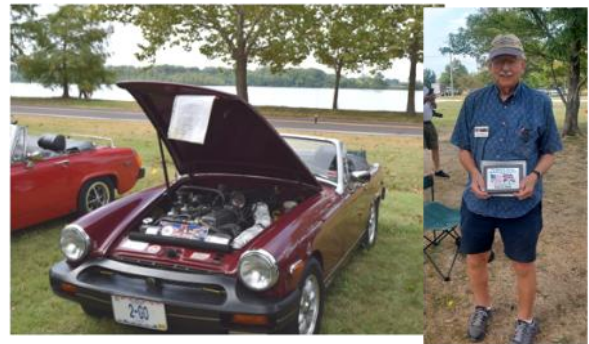
*By Monica Mills*

September 19<sup>th</sup> and 20<sup>th</sup> was the St. Louis All British, which was also the same weekend as the Brits In The Ozarks show. This is the first time I can remember that this has ever happened. Rick and I ALWAYS attend both shows each year on different weekends, but we couldn't do that this year, so we decided to go to St. Louis instead. Perfect weather was promised all weekend, except for our Sunday drive going home. On the St. Louis trips, we always start early Friday morning at 8:00 a.m. We always drive the back roads, which is why it takes us 4 ½ hours to make it to our favorite winery for lunch which is at the Lake Creek Winery in Marthasville. This year, we went by ourselves in our '73 MGB/GT. We usually have about 3-4 cars caravan with us. Steve Olson in his '76 MG Midget and Dave Dobbins in his '74 ½ MGB/GT went Saturday morning and back home the same day. Our three were the only club members there. Most other club members went to Brits In The Ozarks in Fayetteville, AR. We will do both again next year when they will be on separate weekends!!

The Friday night BBQ hosted by the St. Louis Club was a success as always. Brats, hot dogs, and hamburgers were plentiful. Side dishes and desserts brought by club members was delicious. The show on Saturday also provided perfect weather. 153 cars were on the field! Our club member, Steve Olson, won 1<sup>st</sup> Place with his Midget. Later that evening after the show, rain did enter the forecast. The annual hot air balloon fest, always held on the same weekend as the car show, had to be canceled due to the rain that evening. Rick and I did enter a little rain upon leaving for home Sunday morning.



The Guest Marque for the show was the MGA. Quite a few 1500 and 1600 MGAs were present.



# Tech Videos

Edited by Larry Taylor

*Editors Note: This month's videos focus on reducing MGB rear axle clunk. The first two are presented by "mikeatyoutube" that provide very compressive repair guidance after the initial two minutes of theatrics. Two additional videos from John Twist's MG Tech series complement his article Eliminating Rear Axle Clunk, [which offers](#) step-by-step written instructions, along with lists of parts and tools required. The article is available at <https://universitymotors.online/eliminating-rear-axle-clunk/>*

MGB Differential Repair Part 1 (9:58)

<https://www.youtube.com/watch?v=9cFanj0iSMA>

MGB Differential Repair Part 2 (12:18)

<https://www.youtube.com/watch?v=PC7ftLoQLUo&t=611s>

391MG Tech | Pulling the MGB rear axle half shafts (6:22)

<https://www.youtube.com/watch?v=WSUfWHYWQt8>

380 MG Tech | Differential Maintenance (16:08)

[https://www.youtube.com/watch?v=1vExk\\_vSDq4](https://www.youtube.com/watch?v=1vExk_vSDq4)

## 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](mailto:president@kcmgccc.com) with "Tech Videos" or "TV" in the subject line.

**Tom Sim:** While not a tech video, I enjoyed this video of about a fellow in England who went camping in Wales in his MGB GT in November.

MGB GT Wales Adventure (22:08)

[https://www.youtube.com/watch?v=Vupo4w\\_Cs3Q&list=LL&index=2](https://www.youtube.com/watch?v=Vupo4w_Cs3Q&list=LL&index=2)







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 25<sup>th</sup> of the month to [president@kcmgcc.com](mailto:president@kcmgcc.com) for inclusion in next month's Shout Out.

### Heartland Show Regalia Success

By Rick Mills

A Shout Out to Susan Pittell for being very organized at the Heartland All British Car Show. Susan, Karen Ostanek, and Monica Mills collaborated to make a very successful sale of regalia and making beaucoup money for the Club.

### Heartland All British Car Show

By Larry Taylor

Congratulations to the 26 KCMGCC members who won awards at the Heartland All British Car show. Also a big thank you to all KCMGCC members who registered for the show. Your participation contributes significantly to both the success of the show and the vitality of the British car community.

### Brits in the Ozarks Car Show

By Tom Berry

I attended the 2025 Brits in the Ozarks Car Show in Fayetteville, AR which benefits ALS. It is probably the best British Car show in the Midwest.

### Rib Run Rally

By Jeff Givens

Ten teams entered the 2025 Rib Run Rally held on Saturday, September 27<sup>th</sup>. Congratulations to the wining drivers and navigators:

- 1st Place - Gary Gumminger & Michael Wilds  
1961 Triumph TR3A (453 pts)
- 2nd Place - Dave Dobbins & Peggy Pike  
1974 MGB GT (524 pts)
- 3rd Place - Mark Meyer & Tammy Lane  
1970 Austin America (548 pts)
- Hard Luck - Mike Osipik & Damon Osipik  
1967 Austin Healey 3000 (1122 Pts)

### Rib Run Rally

By Dave Dobbins & Peggy Pike

The Rib Run Rally is one of our favorite events we look forward to it all year long. It is fun and challenging and we highly recommend it to members of all of the British clubs. Peggy adds, "I enjoy being the navigator! Last year we came in 3<sup>rd</sup> place, this year we were 2<sup>nd</sup> place, and next year we hope to be 1<sup>st</sup> place". To all of the organizers for this year's event — Thank You!

### MGB Turn Signal Repair

By Larry Taylor

The turn signal on my 1968 MGB would not cancel when making a right turn. I believe part of the issue is that the aftermarket replacement switches are not an exact replacement. When the switch was rotated on the column so that it would cancel both a right and a left turn, there was not enough clearance for both the turn signal lever and wiper lever to fully clear the steering column cowl (at least I could not make it work after numerous attempts.) As a fix, I



slipped a large slip nut secured by a little glue on top the cam. This fix added just enough height to allow the turn single to cancel. I am not sure if it will hold up, but time will tell. Plan B is to take the cowl back off and drill a hole in the top of the cam and insert pan head screw.



## Midget Mumblings

*By Steve Olson*

I recently acquired a 25D distributor. In some ways, I prefer that to the 45D since it allows for quick timing adjustment should you need to burn some inferior fuel or just experiment a bit without dragging out a timing light. The one I got had seen better days and had been in a pile of parts for some time. The shaft turned nicely and the vacuum advance even seemed to work. Of course the centrifugal advance was frozen solid. But I got the thing for free.

I generously applied penetrating spray in the general direction of things that should move but didn't. No joy, so I needed to remove the breaker plate from the housing. It is held on with two little Phillips head screws. They refused to move and the heads quickly began to round out. Luckily, I was able to locate a tool in my tool box made just for such situations. I learned long ago while working on Japanese bikes that the steel screws holding the alloy cases together will never unscrew with just a twist of a screw driver. Electrolysis between dissimilar metals soon welds the two. You need a shock as well as a twist to get things turning. The tool for this is an impact screw driver.

I am sure major tool companies sell their version for as much as a good mechanic makes in a day. But this is not a tool I need to use every day. I need it once every few years, so the \$10 set from Harbor Freight is the one for me. It consists of a screw driver with a spring and a cam in the handle so when you strike the end with your force multiplier, a jarring twisting motion is applied to the screw head. And if that fails to do the deed, you just need a larger force multiplier and a few more smacks. This invention is right up there with sliced bread.

If you don't have one of these, you need to add it to your Christmas list. You will be amazed how effective it is at convincing stubborn screws and small bolts to be more cooperative.



**I have larger force multipliers than these if I need them.**



## 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@kcmgcc.com](mailto:president@kcmgcc.com). Publication deadline is the 25th of each month.**

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**Saturday October 4.** Tonganoxie, KS: 9th Annual Auto Tech Car and Bike Show. Tonganoxie High School, 404 East Highway 24-40, 66086. Registration (\$15) starts at 8:00 AM. This is a student-run benefit for the Auto Tech program. Show ends at 1:30 PM.

**Saturday, October 4.** Leawood, KS: Join Resurrection and Kansas City community at the 2025 Car Show and Community Event! This event is open to all! Sat., Oct. 4, 2025, 10 AM – 1 PM, Resurrection Leawood | Building A Parking Lot. See <https://resurrection.church/carshow/> (Russ Sifers)

**Sunday, October 5.** Lawrence, KS: 52nd Annual Lawrence Region AACA Car Show. New location: Dale Willey Auto, 2840 Iowa St., 66046. 9:00 AM to 2:00 PM. No entry fee for car owners; donations accepted. Free admission to the public. Vehicles must be 50 years old or older in the antique classes for awards. Dash plaques to the first 140 entries. [Show Details](#)

**October 11-12. Garnett, KS:** Twelfth Annual Lake Garnett Grand Prix Revival. 500 North Lake Road, 66032. Celebrate the history of sports car racing in the Heartland where vintage race cars, classic muscle cars, and sports cars from every era return to the scenic 2.8-mile road course around Lake Garnett. This beloved annual event features high-speed track sessions (with groups for every experience level), an autocross, a downtown car show, charity rides for spectators, and family-friendly fun, all while honoring motorsport heritage and community spirit. Best of all, admission and parking for spectators are completely free. Visit <http://lqgpr.org/> for more info and to register. [Show Flyer](#)

**Sunday, October 12.** Leavenworth, KS: JROTC & Auto Tech Car Show. Leavenworth High School, 2012 10th Avenue, 66048. 8:00 AM to 1:00 PM. Registration (\$25); \$10 for high school students with ID. Coffee, breakfast, lunch, DJ, car bash. [Show Flyer](#)



## 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](mailto: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 21)



## KCMGCC Lending Library

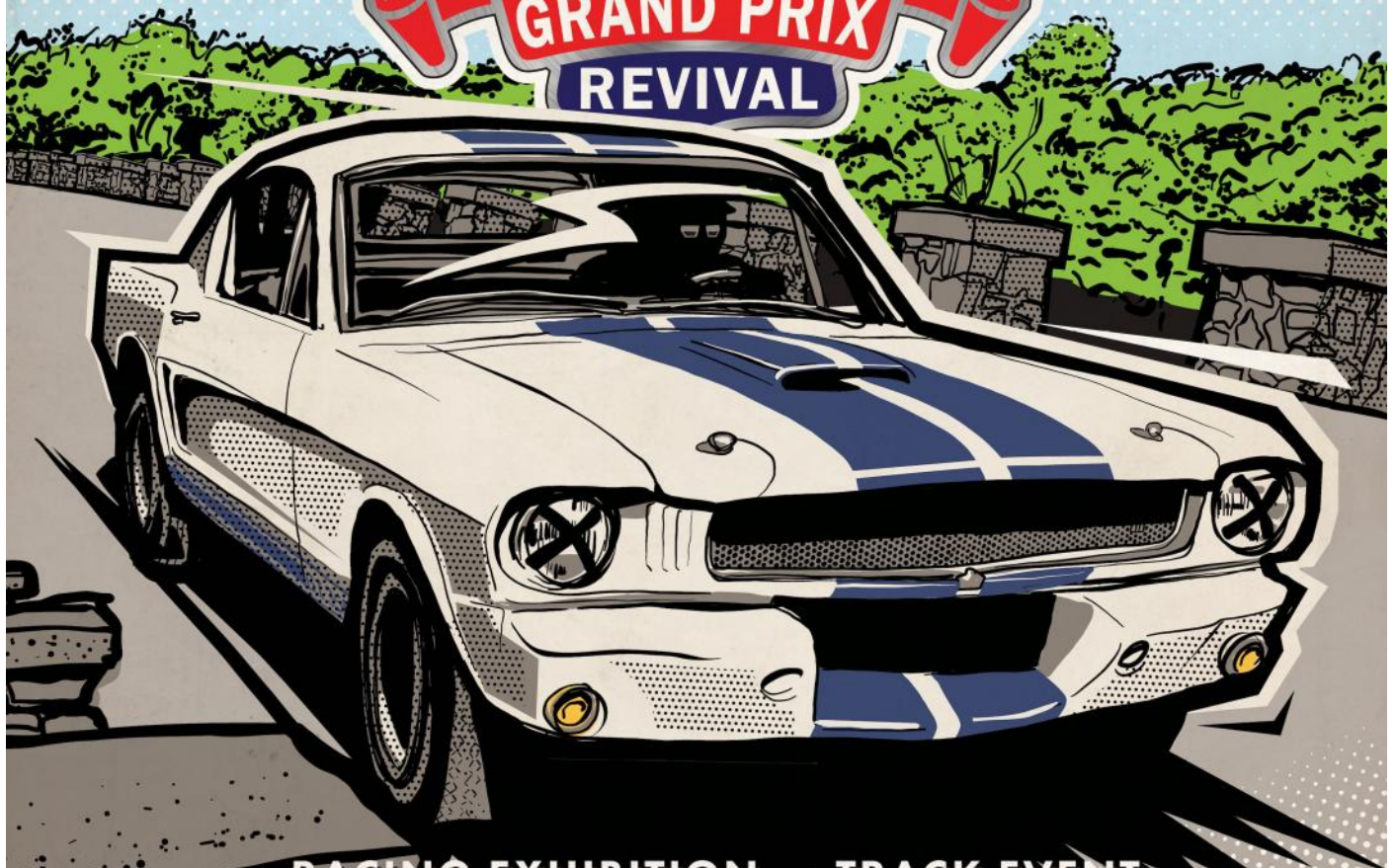
(cont. from page 20)

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](mailto: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)

# OCTOBER 11-12, 2025

## 12TH ANNUAL



• RACING EXHIBITION • TRACK EVENT  
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**GARNETT**  
KANSAS  
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Cool



## 2025 KCMGCC CALENDAR OF UPCOMING EVENTS

### October 2025

4th, Member Garage Tour, Jim Hager  
 7th, Board Meeting, Zarda BBQ, Lenexa  
 12th, Lake Garnett Club Picnic  
 14th, Social, Zarda BBQ, Lenexa  
 18th, Chili Cook-off, Larry Taylor's House  
 21st, CRUMB Breakfast, Roxanne's, Platte City  
 25-26th, FAT Run, Cecil Wise & Mia Gans  
 29th, Ladies Luncheon, Ricco's Italian Bistro

### November 2025

1st, Member Garage Tour, Kevin Smead  
 8th, Guy Fawkes, Rollerts House  
 11th, Social, Zarda BBQ, Lenexa  
 18th, CRUMB Breakfast, Black Bear Diner, Olathe  
 26th, Ladies Luncheon, Location TBD

### 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](https://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 15<sup>th</sup>, 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 1<sup>st</sup>, 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

**FOREIGN CAR ENTERPRISE**



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FORCARENT@AOL.COM

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KANSAS CITY, MO 64108

(816) 471-6687

**HICKS BRITISH**



**CAR PARTS**

[hicksbritishcarparts.com](http://hicksbritishcarparts.com)

Mike Hicks Phone: 913.980.9292  
Email: [hrepair@yahoo.com](mailto:hrepair@yahoo.com)

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Performance Tuning  
Engine Management  
Reliability Upgrades  
Convertible Top  
Interior  
Total Restoration



**EURO-ASIAN MOTORS**

*Specializing in British Since 1981*

816-210-8970

Gary Gumminger  
12804 Locust St  
Kansas City, MO 64145  
816-210-8970  
[gummball1@gmail.com](mailto:gummball1@gmail.com)

## Local Used MGB Parts

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



**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

**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](mailto: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](mailto: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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WITH 1800cc ENGINE  
Safety MG Fast!



... POWER in hand

... Lovely to handle




### Celebrating 60 Years of the MGB!

To the minds of many, the MGB epitomizes the 1960s. That spirit of fun and freedom has been a part of our lives for sixty years—Isn't that incredible! Mark this celebratory moment with limited edition 60th anniversary products, gifts and gear commemorating the legendary MGB. Stock is limited, so get yours today!

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800-689-9313

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805-681-3411



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**Step Four:** Enter Coupon Code: **MOSS** on the Checkout Screen

**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

[mgsline@swbell.net](mailto:mgsline@swbell.net) — (314) 614-4671

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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



### 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.



### 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.



**FOR SALE  
BY OWNER  
\$ Good Deal**

### 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.



### Regalia

We have a number of ways you can show your NAMGBR membership to the public. Clothing, bags, key rings or license plate frames are just a few examples.



### 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](http://www.namgbr.org)

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!**



## Classic British & Jaguar Parts



**Shop Online at MossMotors.com**

### Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).



**North American MGB Register**

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

- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
- *Dash plaque • Membership card • Window decal*
  - *Six bi-monthly issues of The MG Driver, a 68-page informative magazine.*
  - *Annual national convention – a four-day MG party!*

**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)





## ***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 30)

**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.

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 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](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>.





# 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: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone or  
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 \_\_\_\_

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**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](mailto:President@kcmgcc.com).

Mail completed application to:

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

<https://kcmgcc.com/>