



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 45 Issue:1

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Happy New Year!

KCMGCC 2025 Christmas Party *By Rick Mills*

62 members attended our annual Club Christmas Party that was held Saturday, December 7th for the first time at the VFW Post 8100 in Grandview, MO. This location worked out very well and we will be here again for the December 5th party in 2026.

We had the usual catering done by Hy-Vee in Belton and the rest of the sides and their pies were delicious as always — Cherry, Apple, and Pumpkin! We had lots of appetizers brought by members for Happy Hour and some extra desserts.

Larry Taylor presented the Member of the Year Award:

- “This year’s members of the year have been members of the club for 15 years.”
- “They have coordinated and led the FAT Run for most of those years.”
- “This year, they took the initiative to successfully resurrect and coordinate the Olpe Chicken Run.”
- “For many years, they have brought the Guy to the Guy Fawkes Celebrations.”
- “Since they live in Coffeyville, Kansas, we do not see them at many of our meetings, but they have had a significant impact on our Club over the years are well known and active in the larger British car community.

“Congratulations to the 2025 Members of the Year – Cecil Wise and Mia Gans! Well deserved!”



(cont. on page 3)

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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

KCMGCC 2025 Christmas Party

(cont. from page 1)

The White Elephant gifts were a hit again this year. We kept the swapped exchange down to two times stolen items for time constraints.

Thanks also to all those who came early to help and those that stayed to clean up. It was greatly appreciated. See you next year, same time, same place!!!



Get out and drive 'em!

MGA/B Cylinder Heads

By Tom Berry

I have had numerous questions regarding cylinder heads on the BMC B-series engines used in our MGA & B cars. I just changed cylinder heads on the 1800cc three main B engine that I run in my MGA Coupe and thought I would share some information.

I discovered a very helpful web site, <https://www.flowspeed.com/cylinder-ident.htm> that helped in initially identifying the particular head that I was looking for. Some of the information here is taken from that site. MGB cylinder heads can be identified by their casting numbers. These numbers are generally located on the top of the head between the first and second rocker stands. See the Flowspeed.com site for photos and particulars on the heads.

A common question is “will this or that head work on this or that MGA or MGB engine?” The answer, almost without exception is, any head, from the first 1500cc MGA's to the later 1800cc five main MGB's will work on any of the 1500cc engines through the 1800cc five main B engines. A couple of things to remember and to look for are:

If you have an MGB that still uses the stock pollution control system you will, naturally, need a head with the ports for the air piping drilled in it. If you want to use a head that has airports on an engine without the pollution control system you will need to plug the ports. Allen set screws from your local hardware store will work nicely for that.

If you have a 12H2923 head from a 1972 – 1974 ½ MGB, you will likely need to cut clearance for the exhaust valves in the engine block. Be sure to check this clearance before assembly if you use this particular head.

Machine Shop Work. When you are changing cylinder heads, be sure to have the head magnifluxed to locate any cracks. Some small cracks can be repaired by competent shops like Noland's Cylinder Heads – the shop that I use exclusively. When a competent machine shop or cylinder head shop rebuilds a head for you, they should install hard valve seats to deal with the higher temperatures created by modern fuels. The iron valve guides used by MG are usually worn and should be replaced. Steel valve guides are readily available and can be machined to fit. If you want to spend the money on them, phosphor bronze guides are available from some of the British car parts suppliers. I got mine from British Parts Northwest. MG engines used simple O-rings for valve stem seals. These O-rings are supplied in the cylinder head gasket kits that the British parts suppliers sell. Noland's machines the top of the valve guide for a valve stem seal that then snaps onto the valve guide and is much more efficient.

(cont. on page 5)

MGA/B Cylinder Heads

(cont. from page 4)

Head Milling? I have been asked frequently about “milling the head” for more compression. My advice is don't. If you mill or grind a cylinder head surface to the degree that it will significantly change the compression, you reduce the volume and change the geometry of the combustion chamber. This is not a good thing if you want good performance out of your engine. You should have your shop just take enough off the head to make sure that it is flat. In my opinion, the correct routes to higher compression are different pistons or “deck”, the block, that is, take material off the top of the engine block. Of course, this can only be done when rebuilding the engine, not just changing the head. This operation requires preassembly of the engine, measuring the height of the deck above the piston at TDC, and then deciding how much to have your machine shop remove.

Check the Deck. MGA/B cylinder heads are block like castings and do not flex. When you get your newly rebuilt head from your machine or cylinder head shop, remember that it has been surfaced (or should have been) and so it needs to be bolted to an engine block that has an equally flat deck. If the engine block head surface, the deck, is not flat, you may have head gasket sealing problems or in extreme cases, even crack the head when it is torqued down. My method of checking is to remove all of the cylinder head studs, clean the deck and then, after placing oily rags in the cylinders to stop any debris from entering between the cylinder walls and the pistons, work the deck with a steel bar that I wrap with 220 – 320 grit emery cloth, wetted with solvent or light oil like WD40. The bar I use is 1' X 1 ½ "x 12" long and I think it came from Metal By the Foot. With some elbow grease, most imperfections can be eliminated or reduced to an acceptable degree.

Studs. When I reassemble the engine, I use American Racing Products (ARP) studs. ARP makes top quality products that can be, if not previously misused, used over and over again. They also have a very responsive customer support service. The part number you will need for this project is ARP 206-4202. If you have standard studs in your MGA or B, I highly recommend using ARP. Remember to use the ARP lube on the cylinder head stud threads and on the hard washers under the nuts as instructed in the ARP instructions included in the stud kit. I understand that MG made and marketed extra strength cylinder head studs. They were marked with a 22 on the end of the stud. While I'm sure that they are more than adequate, I have no experience with them.

Head Gaskets. There are only two that I currently use. They are the Payen, available from several British car parts suppliers or Fel Pro 21183C, available from local auto parts sources. I got the last one I used from Car Quest. I know that there must be others, but those are the two I use. Even the newest Lucas does not use sealing material around 100% each for all of the water passages. Payen and Fel Pro head gaskets go on clean and dry and, when used on an engine with a good deck and a good head surface, will not fail you.

(cont. on page 6)

MGA/B Cylinder Heads

(cont. from page 5)

Manifold Gasket. I like to use the premium metal covered ones. Originally developed for the MGB 1975 to 1980 that had needed a high heat gasket because of catalytic converters, but can be used on all years of MGA or MGB. Made with a Metal sandwich style for extra strength and high heat resistance, it provides extra strength. They are available from several British parts suppliers like British Parts Northwest, SKU JB692, Moss, 297-535 or Scarborough Faire.

Thermostat Housing. Sometimes getting the thermostat housing to seal can be a problem. A couple of the threaded holes for the studs that hold the thermostat housing are drilled through into the water passage. These need to have sealer applied to the threads when they are installed. I make sure the surface of the housing is clean, flat and free of voids caused by previous corrosion. If it is not, I go for a new one. I then use the cork gasket and sealer. I also apply a bit of sealant to the threads of the fitting that holds the temperature gauge bulb into the head.

Torquing. Once you have the head back on the engine, be sure to use the correct torque and torquing sequence. I usually achieve the maximum torque (see your manual) gradually. I run through the torque sequence at 30 ft/lbs, 40 ft/lbs, and finally 50 ft/lbs. I then set the valve clearance (see your cam specs for that). Once the engine is completely assembled, I start it, bring it to operating temperature, retorque the head and reset the valves. I do this a couple of times before I drive it 100 miles or so, and then do it again. The illustration below shows the correct torque sequence.

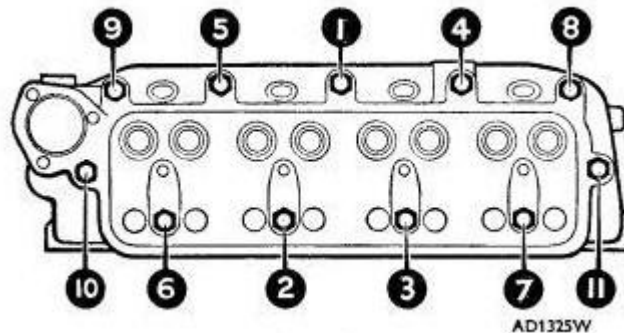


Fig. A 2



Presidential Briefing

By Larry Taylor

Happy New Year! I hope everyone enjoyed a wonderful holiday season. As we step into 2026, I'm enthusiastic about the possibilities ahead for our club. I'd like to share one initiative I've been considering and invite your comments, suggestions, and ideas to help enhance and implement it. The proposal is to establish a social media coordinator role for the club.

Responsibilities might include:

- Help coordinate and administer the club's Facebook page. Consider if an additional Member-only Facebook page is desirable.
- Coordinate the website with our third-party administrator. Keep the website up-to-date and consider and implement, if appropriate, a "Members-only" section of the website for members to access documents such as the club roster, the MG car census, the Bylaws, and other confidential or sensitive documents. Consider moving the club's event calendar to this private section.
- Consider, evaluate, and implement a private Member-only email system that would allow members to email individual members, member groups, or all the membership. Use would be limited to MG Club-related postings. Commercial, political, profanity, racism, or personal attacks, and other matters unrelated to Club membership or MG ownership would be prohibited.
- Consider, and if appropriate, implement if other social media platforms would help us reach potential members, especially younger members, and create more interest in MGs and the wider British car community. Platforms might include Instagram, WhatsApp, TikTok, LinkedIn, Snapchat, Pinterest, X, and similar platforms.

I have very little social media knowledge, experience, or skills and need help in evaluating and implementing these ideas. Let me know if you think this new role is a good or bad idea, and if you are willing to advise or assist.

On a final note, on January 13th, we will hold MOWOG, our annual planning meeting, at Zarda in Lenexa, in lieu of our monthly social. This is an important meeting as we will be planning and scheduling events for the coming year. I hope you will be able to attend. I will be sharing some new ideas and hope you will share some too.

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/>

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.

Publication deadline is the 25th of each month.

Tech Videos

Edited by Larry Taylor

Editors Note: The Smiths RVI tachometer was standard equipment on MGBs from their introduction in 1962 until approximately 1972/1973, and was also used in GAN4 Midgets from chassis number 60411 and up. RVI tachometers often do not work properly with modern electronic ignition systems or alternators. Spiyda <https://spiyda.com/smiths-rvi-rvc-conversion-board.html> sells a Smiths Tachometer RVI to RVC Conversion Board Part No.566 that will convert the RVI Tachometer to work with an electronic ignition. This month's videos focus on how to make this conversion. Detailed written instructions can be found at <https://spiyda.com/pub/media/wysiwyg/pdf/RVI-RVC.pdf>.

RVI to RVC 1 dismantling the tacho (3:41)

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

RVI to RVC 2 fitting the circuit board (2:09)

<https://www.youtube.com/watch?v=syQltmmU2W0>

RVI to RVC 3 powering up the board (2:34)

https://www.youtube.com/watch?v=Xeh_WB688VM

RVI to RVC 4 calibrating (2:12)

<https://www.youtube.com/watch?v=dthlQ-1Cyu0>

RVI to RVC 5 alternative connections (1:31)

<https://www.youtube.com/watch?v=gYIVaA9AYT0>

XKE Spiyda Conversion Smith Tach: Part 1 (14:31)

<https://www.youtube.com/watch?v=tegjwWjI8>

XKE Spiyda Conversion Smith Tach: Part 2 (9:38)

<https://www.youtube.com/watch?v=JTA8xI-jcmI>

Tech Video Comments

Matt Jahnke – “I found the “Bleeding MG Clutch” video included in the September 2025 Tech Videos helpful in solving problem I had bleeding the clutch on my Midget.”

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@kcmgcc.com with "Tech Videos" or "TV" in the subject line.



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.

In Memorandum

Larry Taylor

Former long-time club member and officer, Charles Hill, passed away on December 2nd after a long illness. Charles will be remembered for his love of British sports cars, both MGs and Morgans.

Members of the Year

Larry Taylor

Congratulations to the 2025 KCMGCC Members of the Year, Cecil Wise and Mia Gans!

Christmas Party

Rick Mills

Shout out to everybody who helped set up and especially the cleanup crew including, Kayden, Nancy, Susan, Kim, Roxanne, Monica and Mia!

Grayson Hendrick

Larry Taylor

Shout out to Grayson for bringing the PA system and the awesome videos of the Heartland All British Car Show and the Guy Fawkes Celebration to the Christmas Party.

December Newsletter

Larry Taylor

Great technical articles in the December Newsletter – Carl Ostanek's *Midget Woes with Unexpected Win*, Rick Mills' *Grease Zerks and I've Been Hosed!*, and, of course, Steve Olson's always interesting, monthly *Midget Mumbblings*.

Thank you for your contributions and support that make our newsletter the best!

New Club Officers

Larry Taylor

Congratulations to the new 2026 KCMGCC Club officers -Tim Karman, Vice President/ Events Coordinator, and Chris Bouldin and Kayden Miller, Members-at-Large. They replace vice president Dave Dobbins who served for 4 years and Members-at-Large Dan Dannhauser and Rob Pittell who served for 8 years and 3 years, respectfully. Thank you Dave, Dan, and Rob for all you do for the club.

The North American Council of MG Registers

Larry Taylor

The North American Council of MG Registers, <https://www.mgcouncil.com/>, is comprised of the four major MG Car Registers in North America: North American MMM Register, New England MG T Register, North American MGA Register, and North American MGB Register. The Council sponsors an "ALL MG" event every five years. Save the date for the next "ALL-MG" event on August 23-27, 2026 in Sandusky, Ohio.

World of Racing

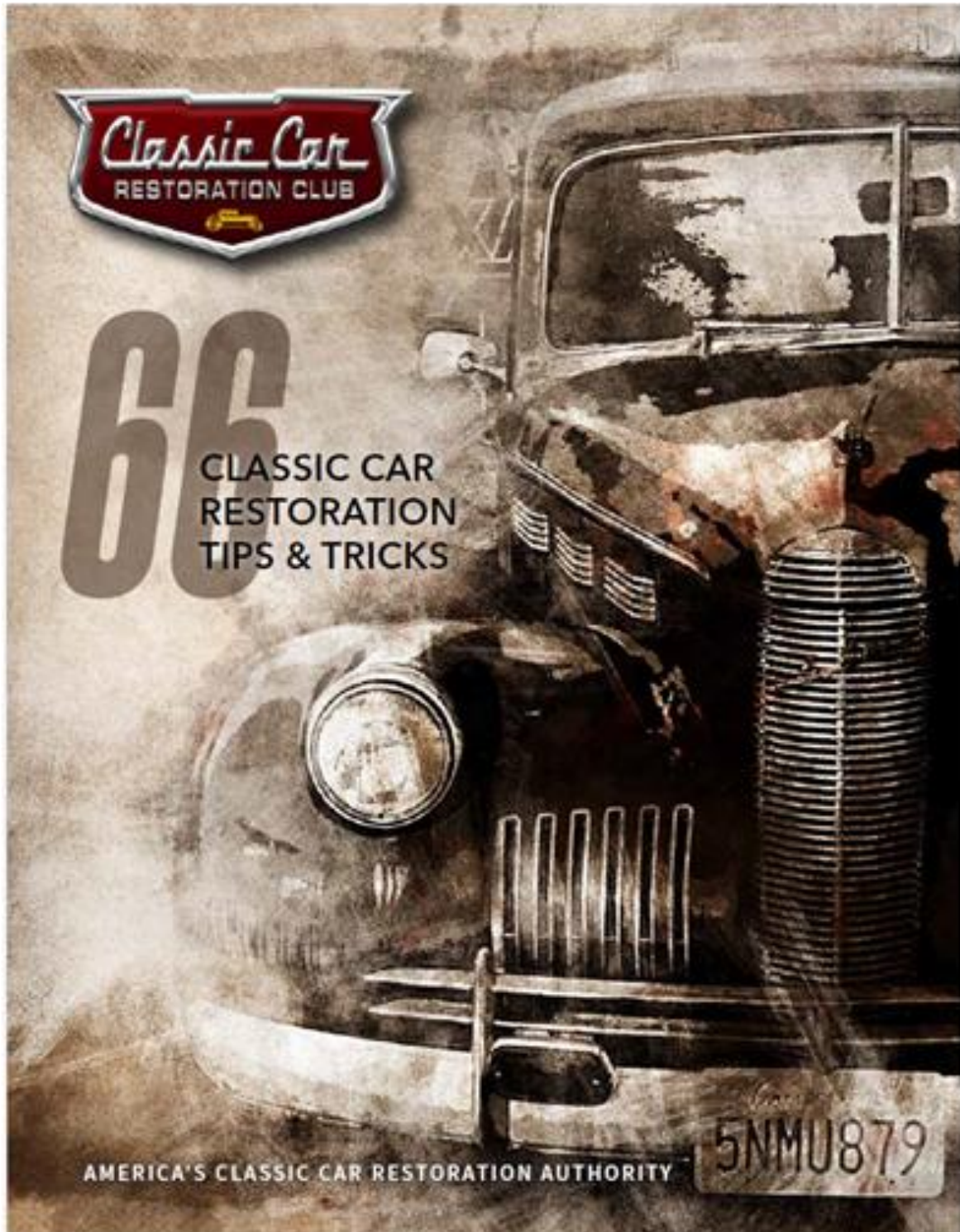
Larry Taylor

Shout out to Ron Ray for coordinating an MG Club World of Racing event. Members can participate in an hour of simulated car racing at 12:15pm on January 10th at World of Racing, 4760 West 13th Street, Leawood, Kansas.

Classic Car Restoration Tips & Tricks

By Steve Dupus

I got the following download from Eastwood and found it interesting. Some I knew, some I thought could be helpful. Maybe some of it could be useful to our club members. This will be a monthly Tips & Tricks until all 22 pages are published. I will put in two Tip pages at a time.



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Classic Car Restoration Tips & Tricks

(cont. from page 10)

This month: Tips 1-6.



CLASSIC CAR RESTORATION CLUB
ClassicCarRestorationClub.com

Classic car enthusiasts are always striving to discover better ways to restore, preserve and update their rides. We've assembled 66 of their best, proven tips & tricks from fellow Classic Car enthusiasts. You're sure to discover some great time and money saving ideas certain to make your time in the shop more enjoyable.

1. KEEP'EM FLAT

Sanding discs tend to warp from heat or humidity before they can be used. This makes them harder to mount and often allows them to lose their grip prematurely, costing more discs and the time to replace them. This simple grinding disc holder maintains pressure on the new discs, keeping them flat and not allowing them to warp prior to use.

— Jim Crews, MN





3. EDGE SAVER

When buffing the finish of your car, the buffer will tend to grab the edges of the panels and hard bodylines. To prevent burning through the paint in these areas, always tape off the panel edges and hard bodylines before you begin. These areas are easily hand-buffed later or given a quick, light pass with the buffer. Always use automotive grade masking tapes because the heat generated by the buffing process will bond cheaper tapes to the finish, leaving a sticky residue and a mess to deal with later.

— Bruce Thompson, NY



2. MINI-SANDING BLOCKS

Whether you're sanding spot fillers, wet sanding the final finish or simply trying to sand into a tight spot, use paint stir sticks to get the job done. They provide a flat surface to take down the high spots, yet remain flexible enough to bend to gentle contours. You can even cut them down or into unique shapes to custom fit the job.

— Jeff Kingsbury, AZ

AMERICA'S CLASSIC CAR RESTORATION AUTHORITY

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Classic Car Restoration Tips & Tricks

(cont. from page 11)



CLASSIC CAR RESTORATION CLUB
ClassicCarRestorationClub.com

4. SPARK PLUG STARTER

With tight-fitting headers or manifolds, it can be tough to get spark plugs started smoothly in their threads. This task can be made easier by using a length of vacuum hose. By fitting the plug into the hose, the plug can be twisted by turning the hose, and often this can make the job much easier. Remember to always coat the threads of plugs being used on aluminum heads with anti-seize compound, too.

— Tom Hansen, MO



5. GAINING CONTROL

The universal joint is at the same time the most loved and despised tools in a ratchet set. When you need it to squarely place that socket on one of those hard to reach bolts you slap it on the end of your ratchet then carefully feed it back to the bolt. Then invariably the socket will flop in the wrong direction.

You can eliminate this frustration by simply wrapping the universal joint with a piece of electrical tape. It gives the flexibility needed to work properly yet remains more stable while getting to those hard-to-reach bolts.

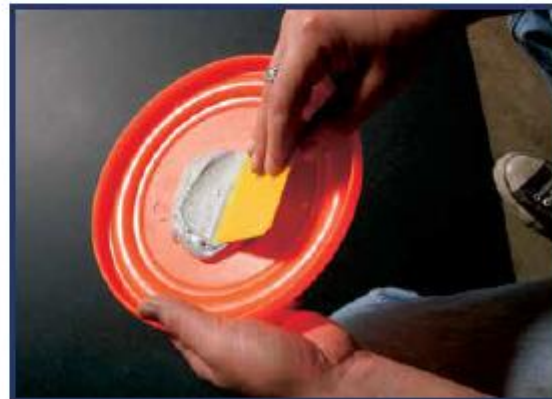
— Shawn Bjonfald, MN



6. BLEEDING CARDBOARD

We're all guilty of grabbing the nearest thing we can find to mix-up a little body filler. Stay away from the cardboard because the resins in body filler absorb into the paper. This reduces the ratio of the ingredient that gives the filler strength. Instead use non-porous materials like plastic ice cream bucket or coffee can lids. As a bonus their flexibility allows them to be bent making hardened body filler easy to clean up.

— Brian Peterson, VA



Midget Mumblings

By Steve Olson

Which exhaust system is best for our old British cars? If you are looking to win prizes for originality, then even the nuts on the pipe clamps best be exactly like the ones the factory used. And there is nothing wrong with the stock exhaust. It transports the hot contaminated air out to beyond the back of your car where it becomes someone else's problem. The stock silencers smooth and reduce the sound of the engine to barely a whisper. The designers did scientific research and chose the exhaust system components, sizes, and placement with great care.

Some of us clever people think we could make better choices by totally ignoring science and buying whatever we see advertised that claims to add gobs of extra power. Actual dyno testing shows that replacing a one-inch tail pipe with one twice that size makes no measurable power gain. Well engineered headers do make more power but mostly at high RPM where few of us will get to enjoy it. Inexpensive mass produced headers mostly make just noise and increase heat under the bonnet where it boils modern fuel in the carb bowls. Cast iron factory manifolds were designed to be pretty efficient until emission laws dictated catalytic converters. Then since there was no room anywhere else, the cats claimed space that crowded the manifolds so much that tight corners ruined their ability to do a good job. The cats themselves didn't much restrict exhaust flow until they began to plug up. If you have a late model car, then retro fitting an earlier manifold is likely a good idea. Just make sure the mating surface of any used manifold is flat and true. If it isn't, then no gasket or high temp goo will ever prevent exhaust leaks. Something I learned from experience.

And how about mufflers? Well, going without makes way too much racket. A glass pack offers almost no restriction, but also doesn't reduce the noise volume by much; it just changes the tone. Many of us enjoy listening to the song that a well-tuned engine sings. But after a few hours on the highway, being unable to hear the radio, or converse with the navigator, tends to get old. A real muffler with internal baffles might rob a fraction of a horse power but could be worth it.

Most exhaust systems available these days are made of stainless steel. They cost more than mild steel, but they will usually outlast the rest of the car. There is no performance advantage, but those with way too much spare time can polish their exhaust to a mirror finish. If that is your thing, then go for it.

I know that modifying your car's exhaust as a way to personalize your car is a popular thing to do. You can change the sound and the appearance to something you like. But if your goal is more performance and power, then your money is better spent elsewhere. A chrome-plated dip stick will add at least 10 horses.



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

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KCMGCC Lending Library

(cont. from page 14)

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)

2026 KCMGCC CALENDAR OF UPCOMING EVENTS

January 2026

6th, Board Meeting, Zarda BBQ, Lenexa, KS
 13th, MOWOG, Zarda BBQ, Lenexa, KS
 20th, CRUMB Breakfast, Rae's Café, Indep.
 28th, Ladies Luncheon, Meddys, Prairie Village

February 2026

10th, Social, Zarda BBQ, Lenexa, KS
 17th, CRUMB Breakfast, Pegah's, Shawnee
 25th, Ladies Luncheon, Location TBD

March 2026

10th, Social, Zarda BBQ, Lenexa, KS
 17th, CRUMB Breakfast, Roxanne's Café, Platte City
 25th, Ladies Luncheon, Location TBD

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.



MEMBERSHIP STATUS

Welcome new member:

Diana Hurst of Overland Park, KS who owns an '80 MGB.

We have 166 members.

KCMGCC Ladies Luncheon

By Susan Pittell

Our next Ladies Luncheon will be on Wednesday, January 28th at Meddys Restaurant in Prairie Village.

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.



**NORTH AMERICAN
COUNCIL OF
MG REGISTERS**

**Invites ALL MG Owners
to join us August 24-27, 2026
in the Sandusky, Ohio / Lake Erie area
for the every-five-year ALL-MG Event**
mginternational2026.org

SHORES & ISLANDS OHIO
CEDAR POINT SANDUSKY PUT-IN-BAY

Registration opens
year-end 2025



Club Member advertisements

FOREIGN CAR ENTERPRISE



CRAIG VAUGHAN
FORCARENT@AOL.COM

2342 HOLLY
KANSAS CITY, MO 64108

(816) 471-6687

HICKS BRITISH



CAR PARTS

hicksbritishcarparts.com

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

Service & Repair
Major Mechanical
Performance Tuning
Engine Management
Reliability Upgrades
Convertible Top
Interior
Total Restoration



EURO-ASIAN MOTORS

Specializing in British Since 1981

816-210-8970

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

Local Used MGB Parts

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



Dave Dobbins
816 510 2920
Satyr62@yahoo.com



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)



FREE: Wooden beaded cooling seat cushion and air cool seat cushion. Contact Denny Hale, (913) 558-4713. (05/25).



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)



MOSS My Account | New Products | Closeout Items

MGB
WITH 1800cc ENGINE
Safety MB Sport!



... POWER in hand

... Lovely to handle



Celebrating 60 Years of the MGB!

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

Contact Us

Sales:
800-667-7872

Customer Service:
800-689-9313

Tech:
805-681-3411




GET YOUR FREE LISTING TODAY!

Step One: Go to BritishCarClassifieds.com

Step Two: Create Your Account

Step Three: Click the "SELL A CAR" Link and Select "Gold Plan"

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.



britishsportscarlife.com

Your Car ... Your Story

MGB DRIVER
A word of an Old American

I'm looking for MG Stories!

North American MGB Register
P.O. Box 55, Whittington, H 62897-0055
1800-626-4271 • www.namgbr.org

Robert Rushing
Editor—MGB DRIVER Magazine
mgslime@swbell.net — (314) 614-4671

Scott St. Clair, Owner
ASE Certified Master Technician

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www.scottsautoexpress.com

Complete Automotive Repair - Foreign & Domestic

AC Service/Repair	Tune-ups	Steering/Suspension	Diagnostics
Brakes	Engine/Transmission Replacement	Scheduled Maintenance	Electrical



"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

Thank you for your inquiry into the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



The MG Driver

This bi-monthly magazine is packed with over 60 pages of useful information with the right mix of Technical and Member information.



Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



Member Classified

NAMGBR offers a free classified section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2026, MG2026 International will take place in Sandusky, OH



Regalia

We have a number of ways you can show your NAMGBR membership to the public.



Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance



Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



100,000/200,000 Mile Register

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

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

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

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



Window Sticker

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



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.



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

**** 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.**



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 24)

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 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: _____

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 ___

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

<https://kcmgcc.com/>