



# Kansas City MG Post

## Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 42 Issue: 3

**MARCH 2023**

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## My Search for Unobtainium

*By Tom Sim*

Have you ever looked for a part for your British classic and come to the conclusion that is made from "unobtainium"?

Wikipedia defines "unobtainium" as a synonym for "unobtainable" to denote an object that actually exists, but which is very hard to obtain either because of high price (sometimes referred to as "unaffordium") or limited availability including parts that are no longer available for old-car enthusiasts.

I encountered this recently when searching for a plunger for the D-type overdrive on our 1966 MGB. If you're not familiar with this part, the plunger is part of the overdrive pump that provides the oil pressure for the overdrive unit to function. It is basically a wheel at the end of a rod that is driven by a cam on the gearbox shaft. The plunger is in constant motion whenever the car is moving whether or not the overdrive is engaged. As you can imagine, it endures a lot of wear.

After searching and contacting many of the usual suspects here in the US for this part without success, I widened my search to England and was able to locate a company that had this part available. The company is Overdrive Spares in Rugby, England. I emailed the company to ask if this part was available. A gentleman named Dave Twigger replied in quick order and indicated they had this part in stock. I was thrilled! We encountered some difficulty when I went to pay for the part. I attempted to call Dave several times to provide my credit card number but the call would not go through. I emailed Dave about the problem and he indicated he would call me to get my credit card number. We arranged for a time and precisely at the designated time he called and we completed the transaction. He indicated the part would be sent by Royal Mail the next day. It arrived 10 days later. When it arrived, I emailed Dave just to let him know the part made it here and he was a bit surprised it arrived so quickly.

*(cont. on page 3)*

## ABOUT THE MG POST

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

## NAMGAR

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

## NAMGBR

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

## 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. MGT's generally are on a Saturday about 10:00 AM and may be followed by an optional lunch at a nearby restaurant afterward.

Please contact Larry Taylor at [larry@taylorgroupcpa.com](mailto:larry@taylorgroupcpa.com) to sign up.

## KCMGCC Ladies Luncheon

By Susan Pittell

Please join us for a Ladies Only Chinese Luncheon on Wednesday, March 29th at 12:00 noon at the Grandview Buffet, 12407 Blue Ridge Ext., Grandview, MO 64030, 816-765-4777. They have a great variety of other selections to choose from if you are not into Chinese. Please respond to the Evite so we know how many are coming.

We will determine future lunch sites as we go. Location suggestions welcomed.



# MARCH



## My Search for Unobtanium

*(cont. from page 1)*

The new plunger is one on the left and the old one is the one on the right. As you can see, the bearing for the old plunger's drive wheel is completely gone causing the wheel to collapse.



If you should need this or a similar overdrive part that you think might be made of unobtanium, I would highly recommend Overdrive Spares in Rugby, England. Dave was a pleasure to work with. Their website address is <http://www.odspares.com>.

## Watch Jesse Prather Dyno British Cars

*By Geoff Rollert*

This is a **spectator-only** event. Come watch Jesse Dyno British Cars. He already has cars set up for the day.

Call Jesse if needed for directions, 785-249-0284.





## Crumb Tuesday Breakfast

*By Larry Taylor*

On February 21<sup>st</sup>, Twenty Triumph and MG club members celebrated Pancake Day at the CRUMB meeting at Pegah's in Lenexa. The weather and conversation was great, the food was good, and it was good to see a few drove their LBC.

The next meeting is at 9:00 am on Tuesday, March 21<sup>st</sup> at Rae's Café, at 2411 J South, Route 291B, Independence, MO 64057 (near 291 Highway and 24<sup>th</sup> Street)

Please RSVP early with the number attending so we can advise the restaurant how many to expect. **If your plans change please update your RSVP or call or text me no later than 7:30AM the day of the breakfast.** Future meeting will be on the third Tuesday of each month at 9:00 AM at various locations around the city based on member recommendations. Please contact Larry Taylor with any suggestions.



## Midget Mumblings

*By Steve Olson*

Points or electronic ignition, which is better? Comes down to personal preference I suppose. They do the same job, but what job exactly is that? Both just act as an off/on switch for the coil. When the distributor shaft turns, it trips the switch that applies power to the coil and then shuts it back off. That causes the coil to magically send a high voltage current out the top, along the coil wire to the center of the distributor cap. There it enters the center of the rotor and jumps off the end to the nearest plug wire terminal. Next, it follows the plug wire to the spark plug and jumps the plug gap igniting the fuel air mixture. No questions please. I just told you 110% of what I know about how ignition works.

Points do the switching just fine especially on our 4 cylinder motors. The distributor spins half the engine speed and the cam for the points has 4 lobes, so those points open and close 8000 times a minute at 4k RPM. If I did the math right, that is 133 times a second. For a V8, it would be double that. I can't flip a light switch that fast. Back in the muscle car days when we were trying to get V8s to turn 8k, we would stuff a bit of rubber foam behind the points spring to help push the points closed quicker. If the points aren't closed long enough, then the coil doesn't get enough time to fully charge. If the points aren't open long enough, the coil doesn't fire the plugs. So setting the point gap is important and so is having enough spring tension for quickly closing the points. More spring tension would help make sure they close, but would also cause the rubbing block that rides along the distributor shaft cam to wear even faster. It is always a trade-off. And as points make and break, there is a bit of arcing that the condenser tries to minimize and that arcing burns away a bit of the point contact area. Over time, the rubbing block will wear down reducing the points gap. And that changes the ignition timing which means the engine will run less efficiently till you get around to resetting the point gap and checking the timing. Or, if you wait long enough, it will cause the engine not to run at all. Just a few thousand miles of driving will change the point gap measurably. If you are going to use points, then you may not want to buy the cheapest ones available.

Electronic ignition replaces the points with a sensor for either light or magnetism. A spinning platter on the distributor shaft has either a tiny magnet for each cylinder or a slot that allows a beam of light to shine through. Whichever it has will trigger an electronic switch that sends power to the coil. Nothing is rubbing or wearing, so you set the timing once and it never changes.

So as long as it is working, the electronic seems to me to be far superior. But we all know that electronic sensors and amplifiers can and do fail eventually. Murphy's Law states that this will happen at an inconvenient time and place. And when it does happen, it will die a sudden death and can't be resurrected. Points can nearly always be adjusted enough to at least get you moving again.

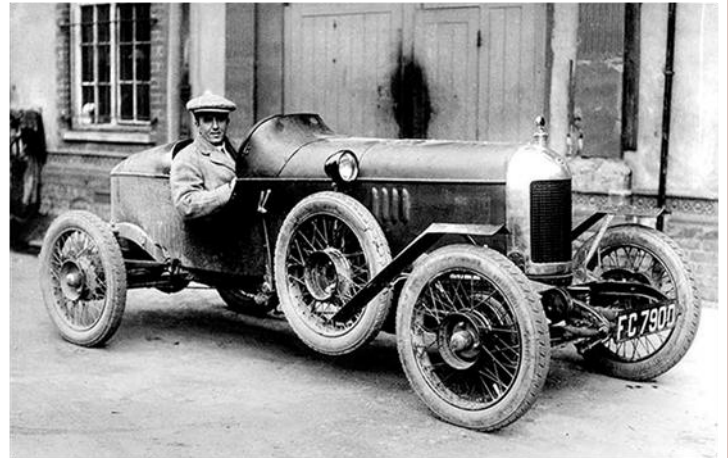
Electronic ignitions are not terribly expensive, so for about \$100, I have a spare, one that I have tested and know is good, tucked away in my glove box. Having a spare almost guarantees that you will never need it.

## Cecil Kimber Day 2023

*By Russ Sifers*

**Cecil Kimber was born on April 12, 1888. We celebrate his birthday because he created the first MG. We will gather this year at noon on April 12 at Barley's Kitchen & Tap at 11924 W. 119 St. (Quivira). Drive your MG for a group photograph at the Thomas S. Stoll Park (next door).**

The story of our MGs begins with William Richard Morris who was born in 1877 in Worcester, England. Morris raced bicycles in his youth and later motorcycles around 1901. By 1910 Morris was selling automobiles such as Hupmobiles, Singers, Standards and Wolseleys. In 1912 he built his Morris "Bullnose" Oxford and sold them through Morris Garages. Production stopped during WWI. In 1919 Morris resumed building his cars.



Cecil Kimber also grew up with motorcycles but after a serious accident he began working at various car companies. Kimber landed a job at Morris Garages in 1921 as a sales manager and was quickly promoted to company manager. Cecil loved "sporting cars" and started making modified Morris cars that were called "Kimber Specials." In 1923 Kimber won the London to Land's End Trial (race) in one of his specials. The first MG octagon appeared in a March 2, 1923 Oxford Times advertisement. Thus, we can celebrate MG's 100<sup>th</sup> Anniversary this year.

Old Number One was completed in 1925 and given the license plate FC7900. Kimber won the Gold Medal in that year's Land's End Trial with that car. Morris Garages continued to sell four door family cars but Kimber's success with his "sporting cars" led to more interest and sales of the two-seater MGs. Next came the MG 14/40 two-seater. 700 were made from 1927 to 1929. A 14/40 won a big race in Argentina in 1928 which created even more publicity. These cars were called "Morris Garages Super Sports."



*(cont. on page 7)*



## Cecil Kimber Day 2023

*(cont. from page 6)*

William Morris was envious of the small Austin 7 made by Herbert Austin. Morris beat out GM and Austin and bought the Wolseley Motor Company that made sporty small cars. Wolseley had developed a hot 847 cc engine. Morris put that into his new small Morris Minor in 1929. Kimber put a light weight sporty two-seater body on the modified Minor to create the MG Midget Type M for racing, speed records and hill climbs. The special built EX 120 was developed from the M and Captain George Eyston piloted it to many speed records.

Cecil Kimber continued to build special MG sports cars: the C, D, F, J, K3, L, N, P, Q and R. In 1936 the larger MG TA came out with a much larger 50 HP 1292 cc engine, four speed transmission and hydraulic brakes. MG made 3,000. In 1939 the TB had a new 1250 cc XPAG engine, a new dry plate clutch and a new transmission with synchromesh in 2nd, 3rd and 4<sup>th</sup> gears. WWII caused the production of the much-improved TB to stop at only 379 MGs.

In 1935, William Morris sold the MG Car Company, which had been a separate company, to Morris Motors. Cecil Kimber had been the managing director and in control of MG but that stopped. When WWII ended MG production, Kimber signed a contract to make airplanes without Morris Motors approval. This caused Kimber to resign in 1941. On February 4, 1945, Cecil Kimber died in a train wreck. He took the train because he could not get rationed gas coupons for his own supercharged MG Magnette. Cecil Kimber did not get to see the improved MG TC, TD, TF or the MGA and MGB.

Questions?

Russ Sifers  
913-491-4781  
Russ@VALOMILK.com

## A TALE OF TWO MGB-GTs

By Mike McMullen

### Preface

The story begins of course on a business flight, the 3,854<sup>th</sup> one that month, and a very tired, overworked, and daydreaming passenger thinking of an escape... He thinks back to a much simpler, younger, happier era, when there was time for tinkering on all manner of English cars, including a cherished concourse restoration, British Racing Green 1967 MGB-GT. This was the poor man's Aston Martin DB 5 of the early Bond films (in case you were wondering, that car is currently owned by American businessman Harry Yeaggy, who paid £2,912,000 – over \$3.5M), with an iconic shape and unique character. But many years had passed, and the overworked old guy's tinkering days were only a distant memory. He had even resorted to driving German cars (*Mein Gott!*), where no tinkering was needed nor even possible for the average bloke on such modern and sophisticated machines. They offered amazing engineering and performance but somehow, were lacking a soul. So precise and purposeful, but in the end just a car.

The stock MG makes no promises and sets no records, but with some TLC becomes a life-long friend through thick and thin. This is partially because of the unique manner of unscheduled stops (the unkind say “breakdowns”) and related memories that no other car offers: the SU fuel pump that knows to quit on a beautiful moonlit country road, top down, with a first date; the complete failure and immediate restoration of electrical power every 3 seconds, each time with a loud “ZAP!” and not a little smoke, as the end of the wiper motor cog shorts out on a too-close bolt under the dash while driving one very dark night in the fog and rain over Mount Eagle Mountain, TN – your Abingdon friend suggesting, “maybe its not a good time to drive”; and of course the over-heated carburetor float bowl, sitting in traffic on a blistery hot August day, evaporating and starving the engine of liquid fuel –and nicely telling you, “it's just too hot to drive, let's find some shade and relax a while!” So civilized, these rest stops, while other cars just act like a machine! And then there is the perfect Spring or Fall day, when the sound of the twin SUs sucking air up front and the exhaust rumble behind you signals all is more than well in MG world – and yours, too.



(cont. on page 9)



## A TALE OF TWO MGB-GTs

*(cont. from page 8)*

It should be added that with regular maintenance, the MGB will far outlast most cars. My first B made 8 round trips to the SF Bay Area without missing a beat, including Death Valley and a bone-chilling CO blizzard, and nearly 200,000 miles before an engine rebuild. Electric overdrive made Wyoming a snap at speeds that I will not mention here – and 35 MPG with a good tailwind! MG also set many records in days of yore, most recently with the MGB V-8, a racetrack rocket ship in its time. The stock B series cast iron 4 cylinder engine, a bored out version of the MGA motor dating back to 1947, carried on in the MGB right up to the end in 1980. “Time-tested”, as they say, although eventually the antiquated approach lost out to Japanese R/D and specifically, the Datsun 240 Z, which debuted in 1969 (per Wikipedia, and rather unkind: “Aiming to compete directly with established European sports cars, Datsun priced the new 240Z within \$200 of the British MGB-GT in the United States, a five-year-old design that showed its age.”) Pre-1968 cars (no emission control) were the most “powerful” MGBs, 95 hp at 5,400 RPM; but the Average Joe could upgrade the stock engine with a different cam, higher compression, a lighter flywheel and larger, Austin-Healey carbs for significantly more power. But don’t get excited, the MGB experience was never about raw speed (although 100 mph certainly *felt like* 200, as the engine screamed and various parts fell off, etc.); again, it was the overall character of the marque and friendship it evoked. It follows that an unhappy owner was simply not being a good friend to his/her 4 wheeled compadre.

The MGB’s mechanical simplicity also makes it a perfect hobby car for the enthusiastic amateur mechanic. The flip side of this relationship psychology is that some people just don’t deserve to be friends with the MGB. These are the fussy sorts that demand reliable transportation and refuse to regularly get under the hood on Saturday afternoons – people who don’t appreciate that every relationship requires patience and effort, who see cars as things. Sad and lonely, they have never turned a wrench. The Toyota Camry was made for them.

### The cars

Primrose” (as in the factory yellow colour) and “Little Blue” (as in “mineral blue”, another classic 1960’s MGB colour) are both 1967 model GTs, and L B sports a factory option sunroof (a wind up crank thing that was probably assembled from left over Spitfire parts, or parts at least that old). They were each restored by prior owners many years ago, and then they passed away and the cars sat before their widows eventually sold them. I found L B first, in Los Angeles. Looking for an O/D gearbox for L B, I spied one in the ad for Primrose in AR, which I thought would be a parts car until I discovered she was actually in great shape. Primrose had been owned by a former Navy Seabee who later lived and worked as an engineer and made the car special, including an immaculate engine rebuild. However, Primrose now needed a new interior, her electrics were worn out, and her overdrive broken. This entails pulling the engine and gearbox, and a new wiring harness. Big projects but I look forward to them.

*(cont. on page 10)*

## A TALE OF TWO MGB-GTs

*(cont. from page 9)*

L B originally lived in the Seattle area, and she had a water pump leak so severe it poured out almost faster than I could pour more in - my first drive in L B saw the temp gauge needle lap itself after 3 blocks; the front brakes momentarily caught on fire while stuck in downtown LA traffic; and the fuel pump died one beautiful day at Morro Bay, CA, en route to Monterey on the wonderful Pacific Coast Highway – again, perfectly timed as it turned out! More on that later. Six months later, I drove L B from CA to AR where Kevin, a great new friend and MG expert who sold me Primrose, would do some body work on her. That 5 day trek, including on sections of old Route 66, will be our feature story.

A few words on what makes the 1967 model year special. This was the last year for the original Mark I, “pure and simple” design: the crinkle paint dash, simple bright work, and straightforward engine - U.S. emission and safety requirements changed all that in 1968.

### The Trek

To be continued...







*Come*  
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# NAMGAR GT-48

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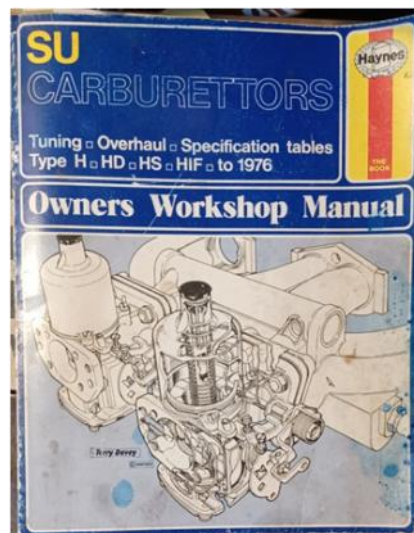
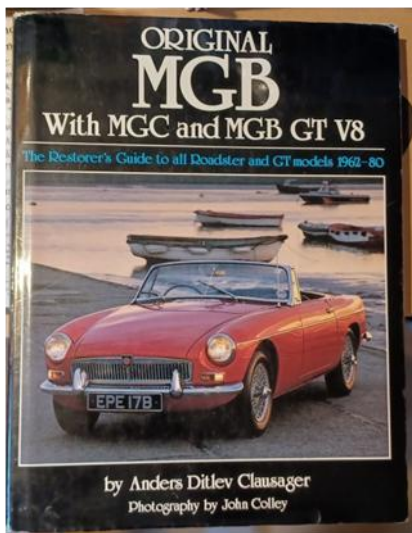


## LOANER LIBRARY

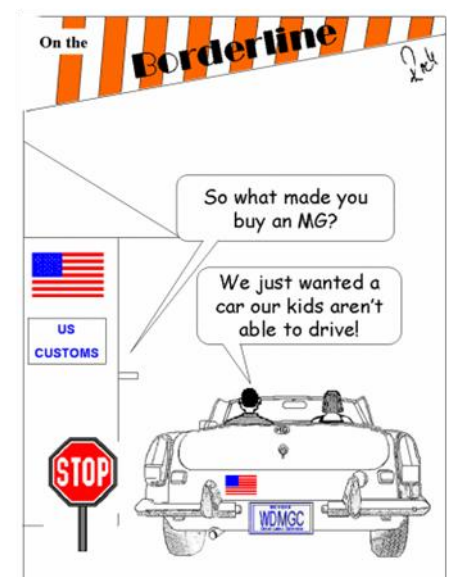
*By Rick Mills*

Our club had a number of books donated to us and they are available to check out for you to read/refresh your knowledge. We will keep track when they are checked out and returned for the next person to borrow. Also, if you have some useful books you are no longer using or need and would like to donate them so others can use them, please bring them to the next Social and we will put them in the "Library". Please email me (rickmonica@kc.rr.com) and let me know which book you would like to borrow and I will bring it to the next Social or pick them up at my house.

1. Original MGB With MGC and MGB GT V8, Anders Ditlev Clausager 1994
2. Haynes SU Carburetors, Tuning-Overhaul-Specification tables-Type H, HD, HS, HIF to 1976



Don't forget to  
set your clocks  
ahead one hour  
on March 12th.



With permission from Rick Astley of the WDMGC (Windor-Detroit MG Club) & Little British Car Co.

## 2023 CLUB CALENDAR OF UPCOMING EVENTS

### March 2023

14th, Social, Pegah's Family Restaurant  
 21st, Crumb Tuesday Breakfast, Rae's Café  
 30th, Tuning with Jesse Prather

### April 2023

4th, Officers Meeting  
 11th, Social, Pegah's Family Restaurant  
 18th, Crumb Tuesday Breakfast, Location TBD

### May 2023

9th, Social, Location TBD  
 16th, Crumb Tuesday Breakfast, Location TBD

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:

Michael & Magdalena Prata who live in De Soto, KS and own a '69 MGB.

Alan & Tracy Harris who live in Kansas City, MO and has no LBC at the moment.

**We have 115 members.**

## \*\* KCMGCC 2023 Monthly Social \*\*

We will be having our Social this month at Pegah's Family Restaurant.

Private room has social-distanced tables. Please RSVP to the Evite.

Please join us Tuesday, March 14<sup>th</sup> for this month's event:

12122 W. 87<sup>th</sup> St. Pkwy., Lenexa, KS 66215

Meeting starts at 7:00 P.M.; come early and enjoy some great food.

# Club Member advertisements

**FOREIGN CAR ENTERPRISE**



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**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.



Dave Dobbins

816 510 2920

[Satyr62@yahoo.com](mailto:Satyr62@yahoo.com)

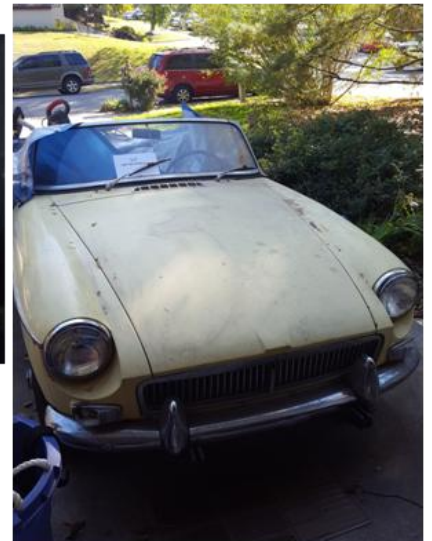


## CLASSIC-FIEDS

**For Sale: 1952 MG TD Kit Car.** This vehicle is in excellent condition. It is ready to roll and is very reliable. The vehicle has side curtains along with convertible top. The vehicle is a fiberglass replica MG TD. It is built on a Chevette frame with a Chevette engine and transmission. 10,700 actual miles. Manual transmission. Tan interior, yellow exterior. The car was built by British Coach Works in 1985 and has been garaged ever since. The build was contracted by Schwepps Ginger Ale for promotion. I was told it is one of 50 built for them. I have owned it for 4-1/2 years. I am selling this vehicle because I am running out of room due to my collection. I hate to see it go. If you have any questions, please feel free to contact me. David Randall, 816-679-5099; grandmedical8206@gmail.com. Asking \$14,500. (08/22)



**For Sale: 1967 MGB.** A few years ago, I picked up a '67 MGB at an estate sale. The best I could determine is that it has sat since the early '90's undriven. I tried to start it, but never got oil pressure, so I stopped. The car is in fair condition: needs a windshield, top, steering wheel, new fluids, and left front fender repair. It does have five wire-wheels, a new battery and fuel pump. The car is titled and insured and currently located in Leavenworth KS. The car has an installed tow bar that works well. Contact Bill McClure, whmcte@gmail.com or 602-568-3451. Asking \$675 OBO. (09/22)



## CLASSIC-FIEDS

(cont. from page 15)

**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)



*"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."*

The club provides the ad space and I'll donate 50% of the rental proceeds back to the club. \$20 rental fee per car (4-5 wheels). Gary Gumminger, gumbball1@gmail.com.

**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. Asking \$15,000. If you have any other questions, call or text me, Moe Pelletier, 913-727-2304, moe.pelletier.sr@gmail.com. (06/22)



**For Sale or Trade for MGA Owners:** I have several new bronze and steel freeze plugs and I need side curtains for my 1961 MGA 1600. Please call Gary Plowman, 816-796-3199, or email: plowphoto@aol.com for more information. (11/21)



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**MGB**  
WITH 1600 cc ENGINE  
*Longevity MG 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:  
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Customer Service:  
800-689-9313

Tech:  
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**Robert Rushing**

Editor—MGB DRIVER Magazine

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## **\*\* ARTICLES NEEDED \*\***

We need articles for the newsletter!  
Please submit anything you would like to share with members to  
[rickmonica@kc.rr.com](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                               |
| Link to Business from<br>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

(cont. on page 21)

**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.



### Still Dripping T-Shirts

This is the awesome "still dripping" design that we all love on a grey pocketed t-shirt, currently only available in medium for **\$9.00 each**.



### 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, it will be **\$1.00 each**.



### Grille Badge

I don't know if there is a 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). We had them made in bulk to keep the price down and are passing the savings along to the members, so you can get one for just **\$30**.



### Coozie (new lower price)

Who doesn't love a cold drink? Well, the only way to make one better is to wrap it in this black coozie embellished with our great club's logo custom made to order for only **\$5**.



### Lapel Pins

This pin gives a distinguished look to anything you choose to stick it to, while displaying your club affiliation eminently for **\$1 ea.**

### Oil Change Windshield Sticker: \$1

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



**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.

For any comments or requests please contact either Chris or Peyton, your friendly neighborhood regalia officers.

-Chris (816)835-8559 [schwamotorsports@icloud.com](mailto:schwamotorsports@icloud.com) or -Peyton (660)281-8020 [schwamotorsports@icloud.com](mailto:schwamotorsports@icloud.com)





## Regalia

(cont. from page 20)

**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.



Small

### **Wall Art:** \$20/Small; \$50/Large

I hate it when I feel my walls are too bare. If you ever feel that way, you are in luck! Because these pieces fix that issue quick! You can get these customized with different colors or just as the bare metal.



Large



### **Bottle Cap Magnets**

**\$3 ea or buy 4 get 1 free (woohoo!)**

These are the best ways to jazz up your fridge! You can get these customized with different colors.

### **Bottle Cap Necklaces:** \$10

This makes a great gift. It combines a few things that you both love altogether into one unique gift. You can get these customized with different colors.



### **KCMGCC Club T-Shirts:** \$15

What better way to display love and support for your club? You can get these customized and choose from different shirt or vinyl colors.



### **Ornaments:** \$7 – \$10

Are you stuck on an idea to surprise your wife for Christmas? Well, this is guaranteed to do the trick. You can get these customized with different colors or just as the bare metal.

### **Keychain:** \$7 – \$10

This keychain upgrade will make your car drive faster. You can get these customized with different colors or just as the bare metal.



# Join the Kansas City MG Car Club Today

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

|                     |               |                |                         |
|---------------------|---------------|----------------|-------------------------|
| Monthly Newsletters | Car Shows     | New Friends    | Rallies & Driving Tours |
| Spare Parts         | Cars for Sale | Advice         | Monthly Activities      |
| Tech Sessions       | Free Ads      | Technical Tips | Discounts on Parts      |

Name: \_\_\_\_\_ Spouse/Significant Other: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Cars (Year, Make, Model): \_\_\_\_\_

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

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

2nd Email Address: \_\_\_\_\_ Phone or Cell Phone: \_\_\_\_\_

Please list any other British clubs or registries you are a member of: \_\_\_\_\_

Are you a member of NAMGBR? \_\_\_\_\_ Are you a member of NAMGAR? \_\_\_\_\_

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

Mail completed application and dues/checks made out to KCMGCC and mail to:

KCMGCC  
% Nancy Dannhauser  
1454 Brompton Lane  
Raymore, MO 64083-3505



All dues are due in June. Dues are \$20/year.