



Kansas City MG Post

Newsletter of the Kansas City MG Car Club

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A General Membership Meeting will be held on May 9, 2017 in conjunction with the Monthly Social

This meeting is to discuss and vote on the KCMGCC making a bid to host the 2019 NAMGBR Convention.

At the April 4th Officers Meeting, Rob Camblin presented recommendations from the ad hoc members group he formed to investigate the Club hosting a National Show for either NAMGAR or NAMGBR. The Officers agreed to move the question forward to a Membership vote. To move forward with this proposal requires a General Membership vote, per the Club by-laws.

Behind The Wheel

By Rick Mills

For the month of April, I have hardly been behind the wheel at all, except for one little trip to Olpe, KS. I've been trying to get the '73 MG/BGT ready for a long trip and not having much success.

People I see along the road always say "I used to have one of those, but could not even get the carbs synchronized". I used to tell them I have not touched my carbs in five years or more. Well, that might be true; I have just lived with the same old problem. But the problem has gotten worse. At highway speeds, I have to pull the choke all the way out to maintain speed or listen to the carbs backfire. These are HIF carbs. I have had them off and on at least five times over the past month.

I had no problem driving our '69 MGB to Phoenix and back in late February. Why not put those carbs on the '73 and see what happens? It worked! Now I have a '73 car with some emission. But '69 carbs have no provision for emission, but the car runs fine – no backfire and can still accelerate beyond 70 mph with no problem. Now the dilemma is to figure out what the heck is wrong with the HIFs.

For now, I can be behind the wheel with confidence. Just don't ask to look under the bonnet because it's just not right.

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.

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.

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.

Officers Meeting 4 April, 2017

Location: KC Auto Museum

Attending Officers:

President	Rick Mills
Vice President/Events Chair	Denny Hale
Treasurer	Charles Hill
Membership Chairperson	Tommie Camblin
Regalia:	Chris Coulter/Peyton Peck
Newsletter Editor/Historian	Robin Camblin
Member-at-Large	Dean Wheeler and Bob Wales

Others: None

Called to Order: 6:25 pm

Old Business: None

New Business:

Topic; Club Incorporation, The group held a lengthy discussion as to whether or not the Club should incorporate for tax and liability purposes.

Action; The President named a committee to present to the Officers, no later than the next Officers meeting or sooner, recommendations as to what type of corporation and what tax status the Club should seek. The committee named includes; Charles Hill, Chris Coulter, and Mike Kelly.

Topic; Regalia, Discussion was held how best to use Chris and Peyton expertise in supporting Club Regalia. Since Chris and

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MEMBERSHIP STATUS

No new members joined in the past month.

We have 139 members

How to Fold Your 1970-1980 MGB Top

By Diane Rindt, Minnesota MG Group
Reprinted with permission from MG Driver

Please keep in mind I'm not a mechanic but over the years I've met other MG owners that didn't know how to properly fold their top (hood). I have a 1971 MGB and this is how I fold it to do as little damage to the plastic windows as possible.

How to Fold 1970 through 1980 MGB Soft Top (Hood)

1. Always ensure the rear window is zipped closed and do not fold the hood when it is wet or damp.
2. Unclip the sun visors and move them towards the doors.
3. Release the windscreen frame toggle catches.
4. Release all the fasteners inside the cockpit, two on the windscreen rails, two on the cant rails and two on the hood mounting brackets.
5. Release the four fasteners from each rear quarter panel and pull the hood slightly forward to disengage the hook from the socket on the body side panel.
6. Raise the hood header rail until it's approximately half way over the doors.
7. Fold the quarter panels (windows) on top of the back window.



8. Disengage the hood rear rail from the anchor plates on the tonneau panel and fold the hood down in place.



9. Fold the two windscreen frame toggle catches down to prevent them from damaging the quarter windows.



Note: I like to put an old pair of socks over the two Toggle Catches.



10. Wrap the hood over the toggle catches towards the inside of the car and secure it in place with the two retaining straps.

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FOR IMMEDIATE RELEASE



65th Annual Rallye Glenwood Springs, June 9-11, 2017

The MG Car Club - Rocky Mountain Centre invites you to join us for the *65th Annual Rallye Glenwood Springs*, the oldest continually-held time-speed-distance rally in the United States, on Friday, Saturday, and Sunday, June 9, 10, & 11, 2017. This provides an opportunity for those going to the California NAMGAR and NAMGBR events to stop by on their way and enjoy Colorado hospitality.

The Rallye Glenwood Springs weekend is a marvelous opportunity, not just for MG owners, but for sports car enthusiasts of every mark (British, American, German, Italian, Japanese) to come together for sunny days, cool nights, and unique events. The fun begins on Friday with a time-speed-distance rally to challenge both novice and experienced rallyists from the Denver suburb of Lakewood, rallying through canyons and over mountain passes in the heart of the Rocky Mountains to the scenic resort town of Glenwood Springs. Saturday's main event is the tour. Spend the day winding through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with a social gathering Saturday night and the Car Show, Funkana, and Awards Presentation on Sunday.

Since its inception, the MGCC-RMC has sponsored this Rallye, which began when a hardy group of sports car owners discovered the joys of motoring in Colorado in MGs that still had drop-down tops and running boards. The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the Rallye Glenwood Springs through 64 previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive their sports cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

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11. Assemble half tonneau bow and insert bow in the socket on the body side panel.



12. Attach half tonneau over hood and secure all fasteners in place.

Note: On my 71 MGB one also secures the safety belts in place on the rear panel mounts.



Note: If your soft top does not have the retaining flap attached to the rear frame rail you will not be able to fold the top correctly. The flap is found on the inside, right above the rear window. Wrap the two pieces of fabric

around the frame rail to form a loose tube. Apply contact cement to each piece of fabric, allow cement to set and then form the tube around the frame rail. **Do not glue the fabric to the rail** the fabric needs to slide/move on the rail. If you have questions or comments send me an email at: drindt427@yahoo.com

SPRING TUNE-UP of April 1, 2017 By Rick Mills

First of all, we want to give a big THANK-YOU to Christian Brothers Automotive of Independence and to Noah. Noah unlocked the doors around 8:00 a.m. Denny Hale started the coffee, and donuts were plentiful. At about 8:30 a.m., it was "Let's bring that first car in and get it up on the lift". Rick, Denny and Noah were the only ones around at that time. Shortly thereafter, Phil Nicholson arrived. Then Steve Olson, Gary Plowman, and then along came Bruce Miller, Mike Kelly, and Monica Mills. Then the ever-hardy Diane Cotton (with the temperature around 49 degrees) arrived with the top down. She came all the way from Kearney, Mo. Diane the trooper! Also showing up was our new member, Dillon Duncan, and non-member, Rick Miller.

We worked on five cars, changed oil, fuel filter, adjusted brakes, added transmission fluid, and anything else needed. Just getting under the cars to find leaks and what-not was a good thing. Although no moisture was falling from the sky, the cool and cloudy gray weather might have kept some people away. Six MGs and one TR8 showed up, along with eleven people altogether. By 12:30 p.m., we had wrapped it up with very little clean-up to do. Off we went to do those things around the house that we didn't really want to do on a Saturday morning. That's the reason we went there; to play with cars.

Again, thanks to Noah and Christian Brothers Automotive for the use of their facility. It sounds like at least one person has scheduled an alignment with them in the near future.

2017 CALENDAR OF EVENTS

May, 2017

6th-7th, SLIM Run, Denny & Ruth H.
 9th, Social
 27th, Wine Tour, Rob & Tommie C.
 27th-4th, Drive Your British Car Week

June, 2017

2nd, Speedway Auto Museum, Lincoln NE,
 Steve & Carol O.
 4th, All British Picnic, Hosted by KC Triumphs
 10th-11th, GOBMC All British Car Show,
 Carthage MO
 13th, Social
 19th-23rd, NAMGAR GT42, Solvang CA
 25th-28th, NAMGBR MG2017, San Diego CA

July, 2017

6th, Officers' Meeting
 11th, Social
 15th, Drive-In Movie Night, Geoff & Christine
 R.
 30th, Arrow Rock & Lyceum Theatre Tour, Ma
 ma Mia, Charles & Anita H.

August, 2017

8th, Social
 12th, Watkins Mill Tour, Charles & Anita H.
 20th, City Market Display

September, 2017

3rd, Heartland All British Meet
 9th, Picnic & Tour of Chris' Shop, Chris &
 Peyton C.

12th, Social

16th, Brits in the Ozarks, Fayetteville AR
 23rd, Photo Scavenger Hunt, Bruce & Laura M.
 30th, Wine Tour, Rob & Tommie C.

October, 2017

1st, Lawrence Car Show, Douglas Co Fair
 grounds
 3rd, Officers' Meeting
 10th, Social
 14th, Lake Garnett GP Revival
 15th, Lake Garnett GP Revival, KCMGCC BBQ,
 Rob & Tommie C.
 21st-22nd, FAT Run, Cecil & Mia W.
 28th, Guy Fawkes, Geoff & Christine R.

November, 2017

14th, Social

December, 2017

2nd, Christmas Party & Election of Officers,
 Jim T. & Betsy C.
 12th, No Social (see you at the Christmas Par
 ty)

January, 2018

9th, No Social (see you at MOWOG)
 13th, 2018 MOWOG, Jim T. & Betsy C.

More Information about any of these events can be found at www.KCMGCC.com

Join Us for the Monthly KCMGCC Social the 2nd Tuesday of each Month
 At Chappell's Restaurant and Sports Museum,
 323 Armour Road, North Kansas City, MO 64116
 (816) 421-0002

Did I Really Want to Take This On??

Complete brake replacement

By Darren Traub

Introduction

Late last year after a pleasant drive I got out of my Frogeye and went for slip... My left shoe was glistening and it didn't take me very long to realize that brake fluid is quite a lubricant! Yes, the seal had blown on the master cylinder and the fluid was pouring through the pedal assembly box into the driver's foot well. Good thing I have rubber mats. Unfortunately the inside fender paint was not so lucky! It was time for a complete brake job. I hadn't done much to the brakes in the 15 plus years that I have owned the car.

The car had already been upgraded to later disk brakes on the front when I bought it. However, based on what this project entailed, this story will be of interest to those that have done the conversion on their Midgets (or other LBC'S), and those that are thinking about it.

I have many issues, and collecting duplicate parts is definitely one of them. When my engine needed rebuilding I rebuilt a second engine and then swapped them out. I couldn't just trash the old engine, so rebuilt the top end of the old engine and now have a refreshed engine on a stand in my garage. My master cylinder has been oozing fluid for years; so I knew that I was going to eventually have to change it. In the interim, I had found an old pedal box for an early Spridget and had blasted it and powder coated it. I had rebuilt the master and assembled a complete swap out pedal box. Not only that, but I had done the same thing for a later model pedal box that has the dual circuit master. As I said, I have issues

My brakes had always been very hard, and my clutch needed a lot of leg to depress it. I was

once trying to teach my 110 pound daughter how to drive the Frogeye and had to put a wedge in behind her back or she would ride up in the seat trying to depress the clutch – yes that hard!

With this project I wanted to reduce the pedal pressure on the clutch and get a bit more feel on the brake. I also wanted to get rid of the glycol based fluid, because, to put it in the most delicate words, I FRIGGEN HATE BRAKE FLUID!!! This project was a complete change out of the entire brake and clutch system.

Basics

So let's begin with some basics. Brakes and clutches in Spridgets are hydraulic systems. When you depress the pedal the mechanical leverage causes the master cylinder piston/plunger to move a volume of fluid. That volume then pushes through the hydraulic lines to the secondary cylinders - wheel cylinders, calipers and clutch slave cylinders – and moves those. The amount of force needed to depress the pedals is related to the volume that master displaces compared to the secondary volumes. And more, the diameters are also critically important to the feel of the pedal.

Think of it as a syringe. If the master cylinder 'syringe' moves 50 ml (milliliters – a proper unit of volume), and the secondary cylinder 'syringe' needs 100 ml the secondary cylinder will not move if it was empty and slightly extended. Bleeding the system ensures all syringes are full, so whatever the master moves will cause the secondary to move. How much it moves is a function of the diameter. If the secondary has a larger diameter than the master it will not move as much – this is called the stroke. If it has a smaller diameter than the master it will move a longer stroke.

For brakes there are usually four secondary cylinders, but they don't need to move much.

Since all four share the volume from the single

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Registration is only \$50 for all the driving events and the car show, or \$20 if you choose to enter only the car show (before May 20; social event and regalia are extra). Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can contact the Registrar Pam Frakes at 303-748-9773 or the Publicity Chairman Joe Gunderson at 303-791-4902 or email at glenwood-rallye2017@gmail.com.



OLPE CHICKEN RUN Report

By Dean Wheeler

On April 8th, a caravan of 17 cars (7 MGs, 6 Triumphs, 2 Austin Healeys, and 2 Miatas) departed

the Gardner, KS McDonalds at 8:30am on a beautiful Saturday morning for the trip to the Olpe Chicken House. The temperature was 56 degrees and the sun was shining. A few of the more adventurous souls had their tops down! The wind howled all day, but that did not keep the group from enjoying the drive through the Kansas countryside.

This year the only roadside tech session was held before the meetup in Gardner. Geoff Roellert spun a wire wheel hub on the way from home. Amazingly, he had a spare with him and was able to change it out and still made it for the caravan departure on time!

We stopped in Lyndon for a fuel and bathroom break. Pat and Roger joined the caravan here in their TR-250. There was an old time Phillips 66 service station across the street with some interesting vehicles in the service bays which caught the attention of many of the group.

After forming the group back up, we finished the drive to Olpe. We were joined there by the other clubs, with everyone arriving at about 11:00. After meeting and greeting our fellow enthusiasts and admiring the cars, we claimed our seats and enjoyed a great dinner with chicken, barbecue brisket, scalloped potatoes, green beans, rolls, and assorted desserts.

The event was well attended. Somebody counted close to 50 cars there from the Kansas City, Wichita, and Lawrence clubs, and we had 24 members of the KCMGCC there. Many thanks to the Wichita All British Car Club for organizing the event and inviting us along!

New NAMGAR Membership Rewards At the 2017 Board meeting, two new membership incentives were approved to encourage new members to join NAMGAR.



(a) The Board agreed to extend the promotion that provides a free six month membership to a current member who introduces a new member to NAMGAR. This does not apply to lapsed renewing members. This is a one-time only offer.

(b) In addition, if a current NAMGAR member sells a car, and the buyer becomes a member of NAMGAR, both the seller and the buyer will receive a six month membership for free.

Both these rewards run until December 31st, 2017.

MIDGET MUMBLINGS

By Steve Olson

Our old British sporty cars have very few creature comforts provided. Unlike American cars of the day they even lacked arm rests and of course there were no cup holders. Power steering and air conditioning were unheard of. Heaters were standard but were sized too small for temperatures much below freezing. Home market models even lacked sun visors I suppose because the climate is more rainy. But those same home market cars made do with only 2 wipers even after those exported to the USA got 3. The logic escapes me. About the only nod to the needs of occupants were the optional radio and standard cigar lighter.

These days nearly all of us have upgraded the AM radio and its tiny tinny single speaker. What with all the wind noises and traffic noises from outside and the mechanical noises from inside we can still barely hear what tune is playing but at least we have a great sound system for when the car is parked. Back when our cars were new, smoking was common. No car came without a lighter and ash tray. Today our ash trays are filled with wrapped candy and the lighter that once lit your tobacco or perhaps wacky tobacky has probably not glowed red hot in years. But the lighter still serves a purpose.

Those who spend any significant time periods in their car find the lighter socket is needed frequently to power the GPS or charge the phone or perhaps power a CB radio. Sometimes we need to do all of these functions at once. That is why we have adapters that have multiple output sockets. There may be a tangle of cords on the floor but that is on the passenger side so no big deal. What I find IS a problem is that the lighter socket was always wired hot all the time. So when I shut off the engine to make a pit stop or check into the motel for the night my devices continue to operate and draw current from the car's battery. The current drawn is minimal so maybe the car will still

start the next morning. Maybe I will remember to unplug the devices when I shut off the engine. Neither scenario is likely however. I speak from experience.

So I decided to add a power outlet that was wired to an ignition hot circuit just like many modern cars. Walmart had a single socket for only \$5. It had two short wires color coded red and black for hot and ground or earth as the Brits say. For some reason the red one had a ring terminal made to go under a screw and the black had a female terminal like would plug into a connector somewhere. Are cars in China positive ground? I of course clipped off those terminals and used quick connectors to tie into an existing circuit. Rather than drill holes in the interior panels somewhere to mount the new socket I decided to use double sided tape which I had on hand. Note to self: Next time be sure to wipe off the mounting location with lots of alcohol to remove the waxes and polishes BEFORE sticking on the tape.

I now expect to enjoy having my electrical devices and having the car still start the next day. I think that will be convenient.



Month in Photos

Or how to say a lot in a few words.



Olpe Chicken Run, All types of cars



The weather was brisk, the crowd lively,



Close to standing room only..



Meet Dylan with President Rick Mills at the club's Annual



The oil goes where?



To the brim



A big thank you for your help.



A new car we've not seen before.



I'm telling you that is the gearbox not a squirrel cage.

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master on the early Spridgets, the front and rear brakes theoretically should all apply the same braking. If the front brakes apply more breaking than the rear brakes the car has what is termed a front 'bias'. If the front and rear brakes have different diameter secondary cylinders there will be an inherent bias. In the older Spridgets there is no bias balance for the brakes. (Newer Spridgets have a dual master so the front and the rear are independent of each other.) As a matter of fact disc brake pads are normally in contact with the disc, while the drum brake shoes are not normally in contact with the drum. So, without the diameters being balanced, or a proportioning valve, the disks would engage before the drums and most of the breaking would be from the front - front bias. Let's just remember this for now.

Now we will talk about bore diameters (or cross sectional areas). For the same size secondary cylinder, a larger diameter master will make the pedal harder to press than a smaller diameter master. If you are still awake, read the previous sentence again three times. This is because you are moving all the needed fluid with a very short stroke. It is ideal to have a softer pedal that gives you some feel. Also, against intuition, a smaller diameter secondary cylinder provides greater pressure than a larger diameter. Remember that pressure is measured in pounds per square inch. So if the inches are smaller for the same pounds force the pressure is larger. When someone talks about brakes being "grabby" it is often because of the secondary cylinders being small.

We are now done with the basics. I hope something was learned and you are still with us.

The Project

When I stripped my brake system I discovered

that the master had a diameter of 0.9 inches and the rear wheel cylinders were $\frac{7}{8}$ " diameter. These early Spridget's came with a $\frac{7}{8}$ " diameter master and $\frac{7}{8}$ " diameter drum brake cylinders. When disk brakes were fitted to the Spridgets they changed the master to a $\frac{3}{4}$ " diameter and the rear cylinders to a $\frac{3}{4}$ " diameter with a different rear backing plate. Some dumbass decided sometime in the 60's or 70's to start boring these out to what is known a Roadstar piston, which was why mine was 0.9 inches in diameter. Rebuilding a Roadstar is no longer possible because they don't make the seals anymore. So, a Roadstar Master Cylinder is now a paperweight (unless you bore and sleeve it)! (If any of you want one please let me know)

The master cylinder I had rebuilt was one of the $\frac{3}{4}$ " diameter units. It was a little pitted and I spent some time honing the bores before rebuilding it. I did not want to change the backing plate for the rear cylinders but the Spridget early rear cylinders are $\frac{7}{8}$ " diameter. So what to do? Here is what - use a Morris Minor rear cylinder that is $\frac{3}{4}$ " diameter and is a drop in! No need for a different backing plate. The front calipers are what they are and you don't have any other options.

I assembled all of the parts needed for the project:

- Rebuilt pedal box with $\frac{3}{4}$ " master - powder coated - a thing of beauty.
- New $\frac{3}{4}$ " rear brake pistons
- New stainless hoses
- New brake calipers (painted red of course) and slotted rotors
- New pads and shoes
- New clutch slave - more on this later (if you are still awake and reading)
- DOT 5 Silicone Fluid - YES DOT 5!!!!

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The mechanical changeover is always fun. No real issues except that it is a bitch to remove the rear calipers from the plate – I had to loosen the backing plates to wiggle it out. And there are these funky little retaining springs that hold the rear shoes against the backing plate that are about as much fun to work with as squirting a tube of Bengay up your nostrils. This is especially true of the new ones from Vicky B's that are shorter (and have longer clasps) than the originals. Those of you that have ever futzed with these will know just how much fun they can be!

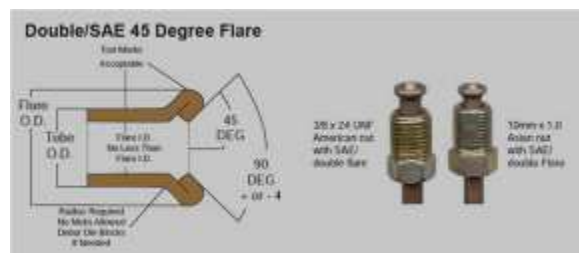
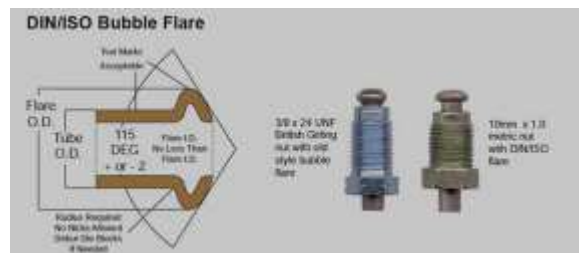
Last thing on brakes. Sometimes the brake pedal is low, and there is not enough adjustment length in the master pushrod to adjust it to where you would like it. You can correct this with external pressure residual valves. You need different residual pressure for drum and disk brakes.



Unlike brakes that move a small amount, the clutch moves completely on each stroke. The clutch slave cylinder that I originally had did not have enough stroke with the $\frac{3}{4}$ " diameter master, so I used the slave recommended by Rivergate for the $\frac{3}{4}$ " master. No problems there. It is important obviously that the master and slave are matched so you get enough stroke to disengage and engage the clutch.

Tubing

I want to share with you some things I learned about tubing. All of the tubing that is used on the Spridget is $\frac{3}{16}$ " with Girling bubble flares, and $\frac{3}{8}$ x 24 unified fine thread (UNF). The Japanese slave cylinder has a bubble flare but is M10 x 1 metric thread. The $\frac{3}{8}$ x 24 will thread in but is loose and I preferred to make a custom adapter with the two different ends.



If you want to add pressure residual valves to the circuits – that will give you a higher pedal – you will need to make some gnarly adapters that have double flares on the one side and

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bubble flares on the other, with or without different threads. Most of the available fittings are inverted flare fittings. I think that making custom adapters is far better than having six different adapters connected together to make it work.

Conclusions

So, I hear you ask, what was the outcome? Well, my first impressions was brakes, what brakes? They were there somewhere but the floorboards prevented you from actually getting there. And the clutch was inconsistent on the pickup point. Epic fail! So what had I changed? Well, everything!!

Racking our brains, my good friend Steve Dupus and I went through everything we could think of. The fluid was different but would it cause this much issue. Using the mighty Mighty Vac we bled and bled. Nothing really improved. Were my expectations just too high? Did I need to get used to the new reality?

My new reality came to end when my clutch totally disappeared on me! Fluid on my shoe again but this time it was Silicone. Note to self: **NEVER** rebuild a master cylinder again! Remember I said I had some OCD issues?



Fortunately I had a brand new spare $\frac{3}{4}$ " diameter master in a draw.

In this picture you will notice that I have rerouted the clutch hardline. I have also repaired the damage

made to the paint by the brake fluid with a black epoxy (this is not a show car!). Also, the master cylinder is obviously not powder coated.

We replaced the master and then we used a Gunson Eezibleed to pressure bleed the system. Words cannot express what a pleasure it is to bleed brakes and a clutch with

this very simple but marvelous bottle. The amount of air that was pushed out with the pressure bleed system was significant. I think that the vacuum method of bleeding my particular setup was not effective. If anyone wants to buy a lightly used Mighty Vac please contact me.

I now have a fantastic clutch and brakes that have good feel, although the pedal is still lower than I would like. The brakes are front biased so the car is a little squirmy if I lock the brakes up. Both of these issues can be overcome if I desire, by putting a proportioning valve and pressure residual valves inline.

Silicone Brake Fluid

I also have an opinion on DOT 5 Silicone fluid. In my research the two biggest issues that were identified was a soft pedal and that the fluid itself is very pervasive. Pedal feel is subjective, but I will agree that the fluid is difficult to clean up. It's more an exercise in spreading a thinner and thinner layer over a larger and larger area. It doesn't damage paint, but it is well known that if you have any of it around anything that will need to be painted at any time in the future, you should start growing an appreciation for fisheyes; because you will have many.

Two other thoughts. There is a theory that agitation of the fluid, by pumping the pedal for example, will cause bubbles to become entrapped in the fluid resulting in a soft pedal feel. Over time these microbubbles, it is reported, will move out of the fluid if this actually does occur. The last thought is that DOT 5 is a brake fluid and not a clutch fluid. The volume that the clutch moves is significantly more than the brake, and it is reported that the fluid does not lubricate the seals well, which will result in premature failure of the clutch slave. I don't buy this, especially with the relatively low mileage we

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drive, but thought it was worth mentioning.

If you are still reading you are probably in a daze and not absorbing any words – go to bed!

Cheers.

Darren Traub

P.S. I am looking for my next opportunity now that I have sold my business. For more information about me see my website at .

www.darrentraub.com.

SPRING TUNE-UP Report

By Rick Mills

First of all, we want to give a big THANK-YOU to Christian Brothers Automotive of Independence and to Noah. Noah unlocked the doors around 8:00 a.m. Denny Hale started the coffee, and donuts were plentiful. At about 8:30 a.m., it was "Let's bring that first car in and get it up on the lift". Rick, Denny and Noah were the only ones around at that time. Shortly thereafter, Phil Nicholson arrived. Then Steve Olson, Gary Plowman, and then along came Bruce Miller, Mike Kelly, and Monica Mills. Then the ever-hardy Diane Cotton (with the temperature around 49 degrees) arrived with the top down. She came all the way from Kearney, Mo. Diane the trooper! Also showing up was our new member, Dyllon Duncan, and non-member, Rick Miller.

We worked on five cars, changed oil, fuel filter, adjusted brakes, added transmission fluid, and anything else needed. Just getting under the cars to find leaks and what-not was a good thing. Although no moisture was falling from the sky, the cool and cloudy gray weather might have kept some people away. Six MGs and one TR8 showed up, along with eleven people altogether. By 12:30 p.m., we had wrapped it up with very little clean-up to

do. Off we went to do those things around the house that we didn't really want to do on a Saturday morning. That's the reason we went there; to play with cars.

Again, thanks to Noah and Christian Brothers Automotive for the use of their facility. It sounds like at least one person has scheduled an alignment with them in the near future.

(Continued from page 2)

Peyton also own and operate Schwa Motorsports which can provide custom T-shirt and other items discussion was held on how best to work in partnership with the Club in providing unique Club items.

Action; It was concluded that the Club would license the use of the Club logo to Schwa Motorsports with the understanding that items produced displaying the Club logo would have prices set by the Officers and all proceeds would be retained by the Club after payment of the items cost to the vendor.

Also, the Newsletter Editor will work with Chris and Peyton to come up with a survey to seek input from the Club membership as to items desired, price range, and other items of interest.

Topic; KCMGCC hosting the 2019 NAMGBR National Convention, Rob Camblin presented the Officers with information about hosting a national show for the B register. Discussion as to Club support and other items directly related concerning the show were held.

Action; In accordance with Club by-laws the Officers approved holding a General Membership meeting in May so the Club could vote as to hosting or not hosting a 2019

(Continued on page 15)

(Continued from page 14)

NAMGBR show. This General Membership meeting will be held in conjunction with the Monthly Social.

The Newsletter Editor was instructed to publish a special edition Newsletter to the Club to announce the meeting and provide information to the Club.

Meeting ended at 8:30 pm

Submitted by Robin Camblin KCMGCC Editor/Historian.

BRITISH CAR WEEK

By Paul McBride

The 21th Annual "Drive your" British Car Week is scheduled for May 27th – June 4h, 2017.

The inspiration and motivation to organize a British Car Week came from a March, 1997 Road & Track column entitled Seldom Seen Cars by Peter Egan. Peter noted that sports cars which were once commonly seen (even daily transportation) were now seldom encountered on the street. Within weeks the British Car Week was organized. For more information link to: www.britishcarweek.org .

Your Kansas City Triumphs Club is sponsoring an all British car picnic to celebrate the occasion at Shawnee Mission Park, Shelter #10, **Sunday June 4th 11 AM-5 PM**. We are inviting all local British car clubs to join us. At the conclusion we will have a parade lap of the lake. The shelter has a large parking lot for car display, restrooms, playground ideal for kids or grandkids, and plenty of room.

We will provide hotdogs, fixings, soft drinks, plates, utensils, charcoal and chefs. Please

bring your favorite snack, covered dish or desert. Be aware: Shawnee Mission Park allows gasoline and coolant to contain alcohol, but nothing else!

So Mark Your Calendar: Sunday June 4th 2017 and drive your British Car.

Backfire; comments to the Editor.

NATIONAL EVENT EXPLORATORY MEETING

Hello! I know everyone thinks I've disappeared but not really. I don't get the newsletter in the mail, and while I check the club website, the current month newsletter posting lags a little in time so I find out about many things after they've happened.

I just read the Feb and Mar 17 club newsletters, and saw there was a meeting at your house entertaining the idea of KCMGCC hosting a national event. I am curious as to the outcome of the meeting. I really supported your idea when you proposed it last year at one of the socials. Do you have any details?

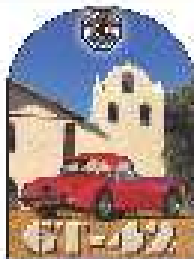
Regarding Dick Lunney's MG Coast to Coast Adventure, his being former KC resident and Healey club member may I suggest we assist with this event, Sounds similar to the NEMGTR Coast to Coast Race we ran a lunch stop for-it was an MG spin on the Interstate Batteries Great Race. Our checkpoint made the NEMGTR Sacred Octagon with pics even.

Ben Munday

Ben; Special Edition newsletter was sent out with more info and also to announce General Membership meeting. As to the newsletter on the web, I try to put it out within a week of sending to all members. But sometimes I'm slow. Your idea about the checkpoint sounds maybe the VP/Events coordinator will contact Dick.



North American MGB Register
2017-2018



June 19-23 2017 June 25-28

Solvang, California

San Diego California

GT-42 is in Solvang, a Danish village near the coast, and you get there by driving along California's famous State Highway One. The area is rich in history, with three of the California Missions nearby, and is also one of California's premier wine regions. There will be tours so you can see all of it. Come to GT-42 and discover the reason why so many MGAs started out in California.

Go! GT42.NAMGAR.COM

Explore the California coast starting from Paradise Point Resort. Visit "Old Town," its shops, restaurants, and the USS Midway Carrier Museum. Sea World and the San Diego Zoo await you. Or just drive the coast. More than an MG car show, it is a destination for vistas, culture, MG touring, and making friends.

Go! MG2017.NAMGBR.ORG



Celebrate NAMGBR's 50th Anniversary!

NAMGAR National Info

June 19-23, 2017: [GT-42](#), organized by the MG Owners Club-Northern California and the Paradise British Car Club, in Solvang, CA. Make your hotel reservations at the [Hotel Corque](#). Quote NAMGAR GT42 when making your reservation.

Convoys to the event are being organized from the east coast along Route 66 (contact is [Bill Marshall](#)), from the Pacific Northwest and Alaska down the 1-oh-1 (contact is [Peter Tilbury](#)), and also we expect, from Texas and Florida. **REGISTRATION IS NOW OPEN** - visit the [GT-42 website](#).

NAMGBR National Info

June 25-28, 2017 [MG2017](#) organized by NAMGBR and the San Diego MG Club, in San Diego, CA. This event is only 250 miles south of Solvang - making it possible to take in both events.

2017 MG Coast-to-Coast Adventure: This is not a NAMGBR organized event. Our members Dick Lunney and PJ Lenihan are organizing a drive from the east coast to San Diego. Put a tire in the Atlantic and a tire in Pacific at the beginning and end of a historic MG road trip of 8 days taking us across the southern United States to NAMGBR's MG2017. Our tentative plans include using a southern route of secondary roads and some high speed interstates. Of course MG fans across the nation can join in anywhere. This plan has a couple short days for touring local sights. These short days also allow for catch up if anyone was delayed for unscheduled repairs. Our model is the Rally to Reno in 2011 but with a more southern/southwestern flair.

More information can be found on the dedicated [MG Coast-to-Coast Adventure](#) page under the Events main menu - or [click this link](#)

2017 SLIM Run

by Denny Hale

The 2017 SLIM Run (Spring Lark In May) will be May 6th and 7th, starting at the McDonalds at US291 and US24 in Independence (16235 E US Hwy 24) Missouri. Driver's meeting will be at 8am, with an 8:15am departure. It'll be a pleasant drive on Saturday, stopping for lunch at Maggie's, in Boonville, then following the river south, and spending the night in Jefferson City at the Quality Inn & Suites, 1716 Jefferson St, (573-634-4040). A block of rooms is set up, at \$85.01 for a king-size bed. Tell them you're with the KC MG Car Club for that rate. Dinner will be at Prison Brews. Check out their web site at [prisonbrews.com](#) to see a listing of their microbrews on tap, including their Prison Town Brown, English style brown ale.

On Sunday we'll work our way back, passing through Sedalia, with a drive through the State Fairgrounds, then ending in Warrensburg with lunch at Heroes Restaurant & Pub. This is a SLIM Run so the pace will be a little more laid back from other runs we do, and the instructions are very easy to follow. From the front, we won't be breaking the speed limit, and we'll be talking up the sights for your listening pleasure on our CB radio as we drive along. Your GPS will help with direction mileages if you lose sight of the group. It'll be about 400 miles for the weekend by the time you get back home. An Evite with all the details will come out a couple of weeks before, so you can let us know if you're coming. Hope to see you then.



**GREATER OZARKS BRITISH
MOTORING CLUB**

**WOULD LIKE TO INVITE YOU TO OUR
18th ANNUAL CAR AND CYCLE BLOWOUT**

HELD IN HISTORIC CARTHAGE, MO

WE HAVE A NEW DATE - JUNE 9, 10 & 11, 2017

**Enjoy Friday Night's Tailgate Party with Free
Burger's, Brats & More**

**Saturday the Show Will Be Held Downtown on
Carthage's Historic Square**

**Saturday Night is our Awards Banquet and
Sunday we Offer a Drive Away Breakfast**

Join us and Enjoy Lots of Cars Food & Fun

CLASSIC-FIEDS

For sale, a rare 1949 MGTC exu. This model was built for export and only 494 were manufactured. The odometer shows 14,179 miles on the original engine, transmission and differential. The car will come with what is believed to be an original user's manual and parts book. Also included will be a tool roll with some original type tools, a spare set of original seats that will need reupholstering, original side curtains and replacement fabrics for new side curtains and some spare unused and used parts. The vinyl top, although not original, is in excellent condition. The black paint has a very good shine and the chrome is very good. This TC has a louvered racing style bonnet. The wooden portions of the tub are in excellent condition and the engine runs well. Though not a concours restoration, the car, which is not shown every year has won a second place in class award in the Heartland Regional MG car show in 2007 and first place in class awards in 2008 and 2011. It was 1st in class in the Kansas City All British Regional Car Show in 2015. Both shows are long time regional shows in the Kansas City area. Overall I estimate the condition of the car as a good #2 car judged by the Hagerty definitions. For further information contact Stew Koesten at 913-269-5954 or stewart.koesten@gmail.com (7/16 INDEF)



Conditioning, jack and tools along the Original handbook. Carpet was installed five years ago and is in pristine condition. Call (816) 225-3229 (11/16 Indef)

For Sale: 1956 BN2 Austin Healey 100-4, Brought back to life by the current owner, Engine rebuilt, transmission in great condition. New interior, excellent exterior. \$45K, serious inquires only, contact Rob Camblin at rcamblin@att.net to purchase or see car.



For Sale 1978 MGB. It has 46,500 actual miles and has been kept up mechanically. Have an abundance of mechanical and service records which I can forward to anyone who is interested. We have compiled a one-page single space history of the cars maintenance with dates, mile-

age and MG mechanics. It sets out straight forward information that can be sent to you. The body is in good condition. The top is good. There is a Tonneau cover, luggage rack, and Factory Air



NAMGAR's Drive Your MGA Day

NAMGAR Chairman, Carol Shamonsky, has proclaimed Saturday, May 6th, 2017, as Drive Your MGA Day.

Please send your photos (with captions) and an article on your Club event to Editor, MGA! magazine and the Internet Coordinators for the NAMGAR website.

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Cost to place an ad in the Classic-fied with/without pictures is free to KCMGCC members and \$5 for non-members. Ads will run for a period 4 months and can be canceled at any time by the submitter. Ads should be submitted to membership@kcmgcc.com

P & T's 'Little British' Garage	British Cycle Repair
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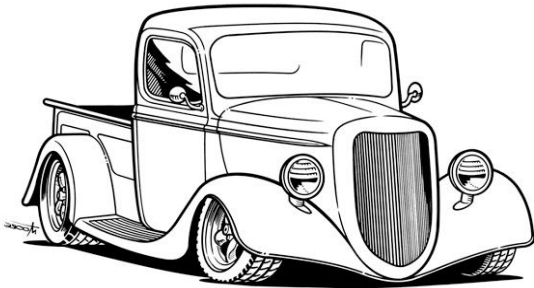


North American MGB Register
 P.O. Box 55, Whittington, IL 62897-0055
 1800-626-4271 • www.namgbr.org

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

Cars For Camp

Hosted By the Friends of Troop 256



Saturday, May 20, 2017

11:00 am – 4:00 pm

Registration 10:30 am – 12:00pm

Valley View United Methodist Church

8412 West 95th Street, Overland Park, KS

\$15 Per Car Entry Fee

Spectators Free

Pinewood Derby Car Show – Free Entry for Cub Scouts

Pinewood Registration 12:00pm - 1:30 pm

RAFFLES

FOOD

GOODY BAGS

TOP 5



Visit our Facebook Page at: Troop 256 Cars for Camp

100% of Profits go to Troop 256



NAMGAR's Drive Your MGA Day

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IOWA BRITISH CAR CLUB
[presents]

CENTRAL IOWA BRITISH & EUROPEAN AUTO FEST
SUNDAY, JUNE 4, 2017



[at] **The Picker Knows**
Antiques & Collectibles
1208 Grand Ave. | West Des Moines

REGISTRATION
9am – noon

VOTING starts at noon

AWARDS at 3pm

AWARDS

People's Choice
Host's Choice
Best British
Best European

50/50 Drawing

Food, silent auction

\$10.00

early registration

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day of show registration

[benefitting]



lowabritishcarclub.com

THE PICKER KNOWS
ANTIQUES & COLLECTIBLES

thepickerknows.com



copsagainstcancer.org



CAR SHOW INFO: Scott Slaughter (515) 288-0081

REGISTRATION FORM

Name: _____ Email: _____

Address: _____ City, State, Zip: _____

Vehicle: Make/Model _____ Year _____

In consideration of the right to participate, the entrants and their guests, by the execution of this form, releases and discharges the Iowa British Car Club, the City of West Des Moines, and anyone connected with the presentation of the Car Show from any and all known and unknown damages, injuries, losses, judgement, and/or claims whatsoever that may be suffered by any entrant to his/her person or property.

Signature: _____ Date: _____

Make checks payable to IOWA BRITISH CAR CLUB and mail to 1429-9th St., Des Moines IA 50314



Free Bonnet Struts

A company called *Pieces of Eight*, <http://www.mgstruts.com/index.html>, run by Rick Ingram, NAMGBR MGB V8 Registrar, has donated a pair of bonnet struts for an alloy MGB bonnet, to KCMGCC. We'll give them away via a drawing later this year. If you'd like to have your name in the drawing, just let one of the club officers know you're interested by Aug 1st.

MGB Bonnet Struts: A pair of gas struts can now raise your bonnet effortlessly to an incredible 80 degrees! Struts give full access to the engine compartment, support the bonnet on both sides, and keep it level instead of letting it droop on one side. To close the bonnet, just pull it down gently and let the gas struts ease it down onto the catch. It's that easy! Kits are available for steel, aluminum, or fiberglass bonnets; MGB or MGC.

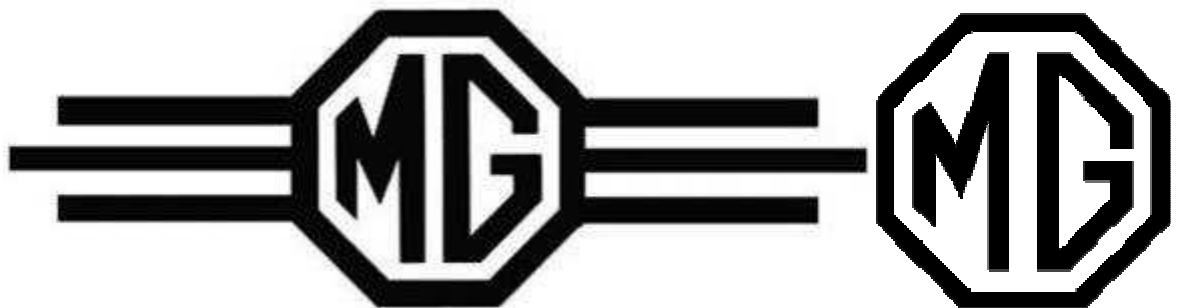
MGB/MGC Boot Struts: The trunk strut kit lifts the boot lid to the normal height, but with two struts to support it on both sides and keep it level. The really big advantage of gas struts is that there's no danger of damaging the boot lid by closing it before remembering to release a prop-catch. The price of our gas strut kit is less than having a bent boot lid repaired.

MGB/MGC GT Hatch Struts: What about hatchbacks? We have a great kit for that too! Press the release button and the hatch rises on its own. To close, just push down. Installation is simple, with only four holes to drill. It only takes 20 to 30 minutes.

- MGB/MGC/MG Midget Bonnet (Hood) Strut Kit USD \$50.00/kit
- MGB/MGC/MG Midget Boot Lid (Trunk Lid) Kit USD \$50.00/kit
- MGB/GT and MGC/GTRear Hatch Kit USD \$65.00/kit
- MGB/GT and MGC/GT Interior Decklid Single Strut KitUSD \$25/kit
- MGB/GT and MGC/GT Interior Decklid Dual Strut Kit.....USD \$50/kit

Add USD \$12 for shipping and handling per each kit. (plus USD \$3 per kit if paying by PayPal.)

All strut sets come with mounting hardware and illustrated instructions for easy installation.



NAMGAR's Drive Your MGA Day

NAMGAR Chairman, Carol Shamonsky, has proclaimed Saturday, May 6th, 2017, as Drive Your MGA Day. Please send your photos (with captions) and an article on your Club event to Editor, MGA! magazine and the Internet Coordinators for the NAMGAR website..

Austin Healey MG Sunbeam Triumph



VictoriaBritish.com (800) 255-0088

Costs to 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	\$20
1/2 page Ads	\$20	\$50
Link to Business from	Free	\$5

Ads must include artwork, and whether they want a link to their business with their web site address and be sent to membership@KCMGCC.com

We want your MGA...

to be registered with NAMGAR!



Membership is \$37.50 per year. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861.



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the **MGA, Magnette and Variants**; and an annual Get-Together in various locations in the U.S.A. and Canada.

D2010-04

REGALIA

Still Dripping T-Shirts that are grey in color and have a pocket. Sizes Medium, large, and extra-large \$9 each .

Windshield Sticker: The Club will provide all memberships with a nifty windshield sticker for one of their cars. The sticker is placed on the inside of the windshield and will let you proudly display your club affiliation where ever you go. If you desire to obtain additional Window Stickers, cost is \$1.00 each.

Club Outerwear: The Club has arranged for a local merchant, Bulldogland-Gospirit Embroidery , to embroidered outerwear for our members. They have had problems with their web site, so you can order via their Facebook page, <https://www.facebook.com/pages/BulldogLand/130003453706499?pnref=lhc> Additionally, if desired they are capable of doing custom items for our members at very reasonable prices.

Name Badges with or without the picture of your car (picture must be provided) Free to all club members

Other regalia items available include:

Stickers, teddy bears, winter scarfs, and other small assorted items, all for less than cost.

To obtain any of the items listed here, please contact the Membership Officer via the KCMGCC.com contacts page or email tcamblin@att.net.



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

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www.namgbr.org



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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: *mass* 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.

Join the Kansas City MG Car Club Today

IT IS A REAL BARGAIN AT \$18 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: _____

Phone or

2nd Email Address: _____ Cell Phone: _____

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

Are you a member of NAMGBR? _____ Are you a member of NAMGAR? _____

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

Mail completed application and dues to:

KCMGCC

17810 Hidden Valley Road

Independence, MO 64057



All dues are due in June. Dues for **new** members are pro-rated throughout the year as follows: June \$18, July \$16.50, August \$15, September \$13.50, October \$12, November \$10.50, December \$9, January \$7.50, February \$6, March \$4.50, April \$3.