



# Kansas City MG Post

Newsletter of the Kansas City MG Car Club

Kansas City MG Post Vol: 37 Issue: 1

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## 2017 KCMGCC CHRISTMAS PARTY AND ELECTION OF OFFICERS

By Tommie Camblin

The Christmas Party was held at the Mission Lakes Club House and hosted by Jim Tinsley and Betsy Conrad. Food was catered by Belton Hy-Vee with attendees bringing desserts.

Once dinner was over, the election of officers was conducted with the following results: Rick Mills – President, Denny Hale – Vice President and Events Chairman, Dean Wheeler – Treasurer, Tommie Camblin – Membership, Regalia – Chris Coulter & Peyton Peck, and Members-at-Large – Al Moore and Bob Wales. No one was elected Newsletter Editor.

The proposed changes to the club’s By-Laws were voted on and passed.

The KCMGCC Member of the Year was presented to Tom Berry for the many stories about his car that were published in the NAMGAR Magazine and the club events he supported during the past year.

The struts that Denny Hale raffled off went to Rick Mills.

Upon completion, a White Elephant Christmas exchange took place with lots of laughs and interesting gifts.

PS: Thank you to Jim Tinsley & Betsy Conrad for providing their clubhouse for the party. Also thanks to Dean & Kim Wheeler, Dan & Nancy Dannhauser, Denny & Ruth Hale, Fred Grant, and all of those who helped set up and clean up.

### CLUB OFFICERS

**President: Rick Mills**  
RickMonica@kc.rr.com

**Vice President/Events: Denny Hale**  
dhale3@kc.rr.com

**Treasurer: Dean Wheeler**  
mach2wheels@aol.com

**Membership Chair: Tommie Camblin**  
tcamblin@att.net

**Regalia: Chris Coulter and Peyton Peck**  
cjcoulter@me.com  
peytoncloe@icloud.com

**Newsletter Editor/ Historian: Vacant**  
rickmonica@kc.rr.com

**Members at Large: Bob Wales**  
rqwales@comcast.net

**Al Moore**  
armoore44@yahoo.com



### MEMBERSHIP STATUS

We have 117 members.

## 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*

## 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

## Behind the Wheel

by Rick Mills

The winter project is well underway.

The speedometer gear inside the transmission is worn down enough that it does not turn the pinion drive gear. The pinion gear is easy to replace from under the car. Why did they make the speedometer drive gear inside the transmission out of plastic or nylon? That is one reason I am going to Kelvin Dodd's class, "Why did they do that?" at MG2018 in Gettysburg, PA in June. There are other things on the car I always wonder about. Anyway, to replace this gear, the tranny has to come out; and to pull the tranny, the engine has to come out. Oh well, it's got 67,000 miles on the engine since Monica and I rebuilt it back in 2004.

I can already see a couple of places of oil leakage, which means it needs to be resealed. Thanks to Monica's help, we got the engine and tranny out on the floor. A half-hour later, the tranny is separated from the engine, the clutch and rear plate are off, and the greasy old engine is on the engine stand. Now we can focus on the tranny and what's inside. We roll that tranny over and remove the speedometer pinion gear and we can now see for sure that our drive gear is worn beyond its useful life. So now what do we do? Well, #1: order the correct gear; #2: find somebody who can install it; and #3: make a list of all the other parts and gaskets we need to finish this job.

A week or so has passed now and our gear (still plastic) has arrived and Craig Vaughn, at Foreign Car Enterprise, has installed our new gear. With the tranny back in our warm garage, it's time to test the switch on the tranny. An ohmmeter reads .07 ohms on our 3-4 switch. So that's good news. This car has not had back-up lights for years. Every time we plug the back-up light wires into our wiring system, it would blow the #2 fuse. The ohmmeter is all over the place when we tested the reverse light switch. Maybe, just maybe we have found our reverse light dilemma. Now our attention can focus on this really ugly engine.

*(cont. on page 3)*

## Behind the Wheel

*(cont. from page 2)*

A few cans of brake clean later and removal of the timing cover and oil pan for new gaskets to be installed. Ahhhh, the smell of perfume, or brake clean, whichever that smell is, it's now time to paint the engine. Did you know the new engine paints from Duplicolor have ceramic in it? Now some would say that the ceramic helps dissipate engine heat, while others say ceramic keeps the heat in so your engine will run hotter. I am no scientist, so this should be discussed at another time. If you have researched this, then please send us an article. Anyway, the engine is now painted with the non-correct red with ceramic engine paint.

I can't wait for the re-installation day, because just after that, is Behind the Wheel Day—with a working speedometer!

### 2018 MOWOG Evite

Hosted by KCMGCC, Denny & Ruth Hale

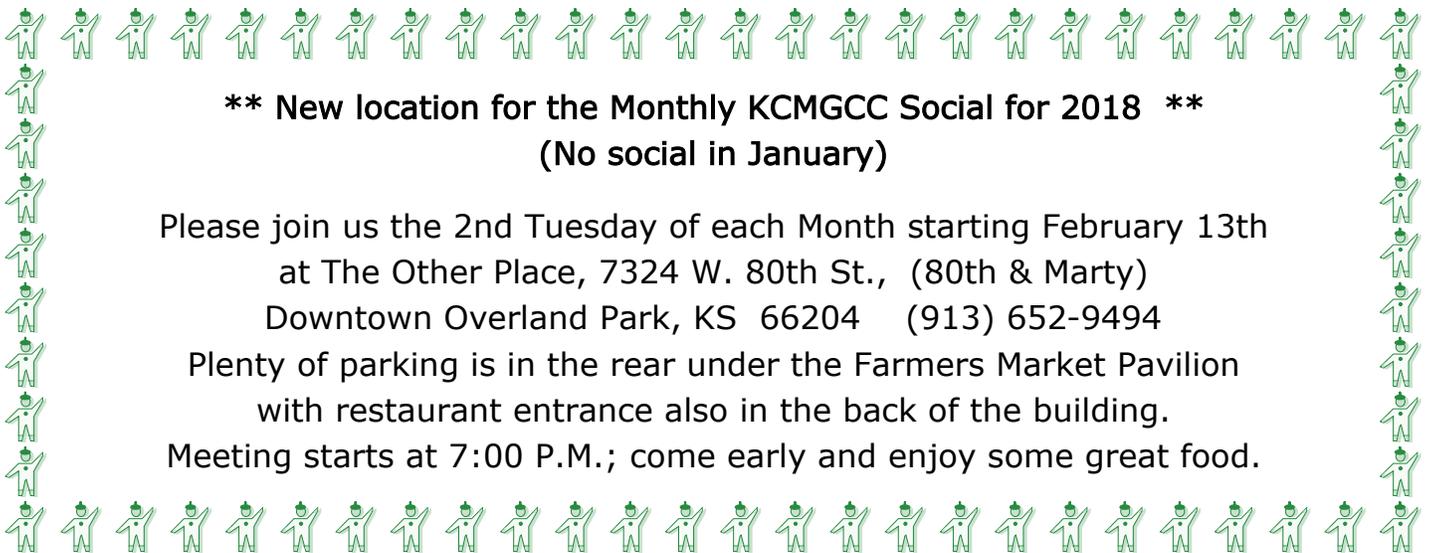
When: January 20, 2018, 6 pm – 9 pm

Where: Mission Lakes Club House, 12101 Charlotte (E of Holmes), KC MO

Please join us for our annual planning meeting, MOWOG, and help us set the club calendar for 2018. Let us know what you'd like to host. We'll welcome, and try to accommodate, any and all ideas for events in the coming year. BYO snacks/appetizers and any drinks beyond water and soft drinks.

**\*\* New location for the Monthly KCMGCC Social for 2018 \*\***  
**(No social in January)**

Please join us the 2nd Tuesday of each Month starting February 13th  
at The Other Place, 7324 W. 80th St., (80th & Marty)  
Downtown Overland Park, KS 66204 (913) 652-9494  
Plenty of parking is in the rear under the Farmers Market Pavilion  
with restaurant entrance also in the back of the building.  
Meeting starts at 7:00 P.M.; come early and enjoy some great food.



## ***Legendary British marques go electric***

*(Reprinted with permission from North American Classic MG Magazine)*

Two legendary British car makes may soon be powered by electricity. Both MG and Jaguar have promised battery-powered models in the near future.

Today's MG is owned by SAIC Motor and produces two cars for Europe and is the biggest Chinese car importer in the UK. Earlier this year, at the Shanghai International Automotive Show, it displayed the MG E-motion.

A month or so ago, Jaguar made headlines by introducing its E-type Zero – a rebuilt XKE powered by electricity. Although there are no firm plans to manufacture the Zero, Jaguar also announced the I-PACE, which it bills as an electric-powered performance SUV.

SAIC's E-motion has been described as a tribute to the MGB GT and MGC GT models of old, but with markedly improved performance. The electric car is said to be capable of zero to 62 mph in four seconds, while having a 300-mile range on its lithium-ion batteries.

It's expected to go into production in 2020, with a base price of about \$38,000. However, there's no telling if it ever will reach North America.

Jaguar's E-type Zero looks like the original, but is equipped with a lithium-ion battery pack nearly identical in size to the original six-cylinder engine.

It's said to be capable of zero to 60 in about five seconds, with a 170-mile range. The drive train was created by Jaguar Land Rover Classic Works in Coventry, England.

While the Zero is not likely to go into production, Jag's I-PACE is scheduled to be available in the second half of next year.

Jaguar's first electric vehicle "will deliver 516 lb-ft of instant torque, 400 horsepower and 0-60 mph in around four seconds," according to the company. "Next-generation technology and future-facing design combine to deliver a zero-vehicle-emissions driving experience that remains unmistakably Jaguar."

The starting price of the I-PACE is reported to be about \$100,000.



MG E-motion



Jaguar I-PACE

## MIDGET MUMBLINGS

By Steve Olson

The first time I drove our Midget way back in the late 1980s, I stepped on the brakes and wondered if I was ever going to be able to get the car stopped. I had been spoiled by cars that had power brakes. Back then, we weren't as concerned with feel and feedback from the brakes and steering as the automotive journalists today tell us we should be. Power steering needed just a one-finger touch on the wheel to guide the car, even if it was a huge land yacht. And very light toe pressure on the brake pedal was enough to stop the car quickly from any speed. It took the pressure of only a couple toes to lock up all four wheels. But the MG midget designers provided no power assist, knowing that the driver's leg had all the power needed to make the car stop. And sure enough, once I stood on the brake pedal with all my might, the car dipped its nose and came to a halt.

The Midget brakes are what I would describe as adequate. The earliest Midgets had drum brakes all around, but those were soon upgraded to disk on the front. The Brits chose to use the cheaper solid rotors instead of vented ones like all American makers were using. Vented rotors cool down quickly after hard use and are ready for repeated hard braking. Solid rotors not so much. But in normal street driving, we don't often make repeated hard stops or drive down long mountain slopes. And anyway, we love to have an excuse to downshift and listen to the exhaust rumble.

On a recent journey, I found myself distracted by some confusing road signs, what my GPS lady was trying to tell me, what my navigator was trying to tell me, and when I finally looked up, I saw there was a traffic light in an odd place and it was red. Plus there was a car traveling through that intersection and I was about to run into the driver's door. I was probably traveling only 30 or 35 MPH, but fueled by lots of adrenaline. I had plenty of leg to lock up all four tires and by swerving a bit to my right, I avoided the collision. So as I say, the brakes are adequate. I think the solid rotors probably cooled down faster than my pulse rate returning to normal. I didn't need better brakes, I needed to pay more attention to my driving.

But I have always wanted the brakes to feel more responsive. I have tried various brake pads and some do seem a bit better than others. Some that stop the best are not the most expensive. Some that work marginally better eat up the rotors. Some make a lot of brake dust that spoil the beauty of my wheels. None offer any significant stopping improvement.

But then I heard everyone saying how much they liked something called "Green Stuff" pads made in the UK. I didn't find those available locally but there are lots of online sources. Prices mostly run in the \$50 range, which is about double what the cheapest set costs locally. But I decided to invest. I installed them and started the lengthy wear-in period. They recommend putting a couple hundred miles on them before trying any real hard braking. I am skeptical but hopeful. I don't expect gentle toe pressure to be enough, but maybe I can use a little less leg. So far, the brakes seem unchanged.



## 2018 CALENDAR OF EVENTS

### January 2018

9th, No Social; Board Meeting (see you at MOWOG)

20th, MOWOG, Jim & Betsy Tinsley, Mission Lakes Clubhouse, Kansas City, MO

### February 2018

13th, Social, The Other Place, 80th & Marty

### March 2018

13th, Social, The Other Place, 80th & Marty

## \*\* 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).

Monica Mills has temporarily agreed to produce the newsletter.

Newsletter Editor is still vacant.

# Club Member advertisements



**MGB DRIVER**  
I'm looking for MG Stories!  
North American MGB Register  
P.O. Box 55, Whittington, H 62897-0055  
1800-626-4271 • [www.namgbr.org](http://www.namgbr.org)

**Robert Rushing**  
Editor—MGB DRIVER Magazine  
[mgsline@swbell.net](mailto:mgsline@swbell.net) — (314) 614-4671

### British Car Posters

**Jim Danielson**  
British car hobbyist

1310 Idylwild Drive  
Lincoln, NE 68503 402-464-3733  
[jdanielson2003@yahoo.com](mailto:jdanielson2003@yahoo.com)  
Award-winning photography



### Defensive Handgun Enterprises

Tactical Pistol training  
& MO CCW Classes

7204 NW Ironwood St.  
Kansas City, MO 64152

**Tom Berry**  
Owner & Instructor

**816-835-8262**

[www.DefensiveHandgunEnterprises.com](http://www.DefensiveHandgunEnterprises.com)



**Club Members, advertise  
your business here.**



**This space for rent.**

## CLASSIC-FIEDS

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, mileage 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 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: 1962 MGA Mark II (NAMGAR #6515), white with black interior, gray top plus tonneau, original side curtains color coordinated to the top, chrome wire wheels, 1800 cc motor, 5 speed Datsun transmission, MGB rear end, KN air cleaners, Pentronex ignition system, telescoping wood steering wheel, auxiliary phone charger. Car has won 36 show awards; total restoration took place in 2001 by the gentleman that won the National title at Gatlinburg in 2006. I have owned this MGA for 16 years, it is incredibly reliable car and I would drive anywhere.

Located in KC and call Ken at 913-522-5755. Asking \$30,000. (9/17)



For Sale: 1973 MGB, 72K miles, \$5,000. 2nd owner, always garaged & lovingly maintained for 33 years. Recent engine rebuild; rebuilt clutch & brakes; electronic ignition; Weber Carburetor with new header and exhaust. 12 volt battery in trunk. Very good interior including recovered seats. New top. Body has some rust but a good driver. Overdrive (not currently working) – good project car for the future. Karen Fremar [913-205-9830](tel:913-205-9830) [kfremar@att.net](mailto:kfremar@att.net) (9/17)



(Continued from page 7)

For Sale 1977 MGB: Runs good, needs carbs tuned, new brakes, rotors, rubber brake lines replaced. Needs body work. Extra parts. \$3000., or best offer. Jim Ballou, 660-223-2439 (10/17)



For Sale 1951 MGTD, Great condition, few miles since restoration, includes 4.3 rear-end, and period correct Judson Supercharger. Car is fun to drive and turns heads whenever shown only \$25,000.00. For more information or to see and test drive contact Rob Camblin; 816.795.9628 or email rcamblin@att.net(10/17)



For Sale: 1964 Triumph TR4. Has Chevy 327 engine 4 speed manual transmission and Chevy rear end. Would like to trade for original British sports car or? Contact [cbarry816@gmail.com](mailto:cbarry816@gmail.com) (11/17)



For Sale 1979 MGB. Great condition! Car has 71,243 on odometer. Like new interior, like new top, like new tires, 1,000 miles on rebuilt engine, bored 40 over, crank is a 20/20, D9 cam shaft, new clutch, clutch hydraulics, headers, brand new radiator, rebuilt Weber carburetor, new rear brakes and all hydraulics, new fuel pump, new water pump, no rust, no overdrive, radio with CD player. Great driver! It's the fastest MG I have! Appraised at \$15,500. Asking \$9,777. For more information, contact Rick Mills; 816-765-7161 or 816-699-2082 or email [rickmonica@kc.rr.com](mailto:rickmonica@kc.rr.com) (1/18)



For Sale; 1800cc 5 Main motor I am currently running in my "60 MGA Coupe. The motor has about 1500 miles on it. It has been bored to .020, has a .010/.010 crank and the block was line honed. The head is an "L" head and was done by Noland's Cylinder heads and has hard seats. The motor runs great and an interested party can drive the car up to the time I begin pulling the motor. After that I could mount it on the test stand and run it. While it is installed in my MGA, with some simple, minor changes it could be put back in an MGB. All components that went into the motor were new and there is a complete file on the motor. I prefer to sell the motor as a complete long block for \$3950.00 but will negotiate for the accessories if someone needs them. See the article in the MGA magazine Vol. 41/ Number 3. Jan./Feb 2016. Contact Tom Berry at 816-836-8262 or [tberry2@kc.rr.com](mailto:tberry2@kc.rr.com) (12/17)



### 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	\$25
1/2 page Ads	\$25	\$50
Link to Business from KCMGCC Web Site	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](mailto:membership@KCMGCC.com)



## Regalia



### Still Dripping T-Shirts

This is the awesome "still dripping" design that we all love on a grey pocketed t-shirt, currently available in medium, large, and x-large 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.



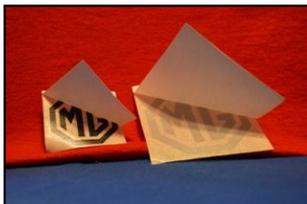
### Coozie

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 \$8.



### Lapel Pins

This pin gives a distinguished look to anything you choose to stick it to, while displaying your club affiliation eminently for \$1.00 each.



### Various Stickers

There are a few options of these snazzy stickers still available of that classic MG badge in a couple different sizes and colors for \$0.50.



**British Bear:** This beanie baby could go in your house to make a great memento of fun times spent with your club or it could go in your car with you on all of your adventures to further show your car's illustrious heritage for \$2.00.

**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)



# GET YOUR FREE LISTING TODAY!



- Step One:** Go to [BritishCarClassifieds.com](http://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.

# Register Your MGA With NAMGAR!



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



Austin Healey MG Sunbeam Triumph

**VictoriaBritish.com (800) 255-0088**



North American MGB Register

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

**ANNUAL MEMBERSHIP \$30** (\$45 overseas)

- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*, a 68-page informative magazine.
- Annual national convention – a four-day MG party!

## North American MGB Register

PO BOX 876 • Downers Grove, IL 60515-0876  
 Toll-free phone: 800-NAMGBR-1  
[www.namgbr.org](http://www.namgbr.org)

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



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

Your Car ... Your Story

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

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 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.