

**April Events:**

**Apr 2-** Armacost Tour and Brunch afterwards

**Apr 9-** Spring Tune up

**Apr 10-** Daughters of the British Empire Spring Tea

**Apr 12-** KCMGCC Social at Johnny's Tavern

**Apr 16-** Olpe Chicken Run

*Monthly Newsletter of the Kansas City MG Car Club*

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## Rallye to Reno by Katie Burrows

June 8, the Rallye to Reno is coming to Kansas City and you are invited! When the caravan comes to town there will be a welcoming party, hosted by Victoria British, with food and drink for the drivers and plenty of room for all little British cars. The participants will be staying in Kansas City overnight before heading off once again and all are encouraged to join them!

Rallye!

The event will be held the 4 - 19th of June, and you can join at anytime.

**For more information or to register, visit:**

<http://rallyetoreno.com>

**Welcome to our newest members,**

E. J. Harris and John McQuaid from Raymore, MO who own a 1967 MGB Mark II roadster, and Van Perkins from Independence, MO, who owns a 1967 MGB GT!



From Kansas City, the route will cross through four of the thirteen slated states, including Colorado and Nevada. There are several fun sights to see, including a drive to the top of Pike's Peak and across the Royal Gorge Bridge and of course, Route 50, "the loneliest road in America" and the main venue of the

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**May 7**– Slim Run

**May 10** - KCMGCC Social at Johnny's Tavern

**May 22-28** - Drive your British Car week

**Jun 3-4** - Heartland Show

**Jun 14** - KCMGCC Social at Johnny's Tavern

**Jul 9**- Drive-in Night

**Jul 12** - KCMGCC Social at Johnny's Tavern

**Jul 23**– Carthage Show

**Aug 6**– Club Pool Party

**Aug 9** - KCMGCC Social at Johnny's Tavern

ern

**Aug 13**– Podunk Run

**Aug 27**– Murder Mystery Party

**Sep 3-4**– All British Show

**Sep 10**– Garnett

**Sep 13** - KCMGCC Social at Johnny's Tavern

**Sep 17**- St. Louis All British Car and Cycle Show

**Sep 17**– Club Picnic

**Oct 2**– Lawrence All British Show/ Memphis Show

**Oct 11** - KCMGCC Social at Johnny's Tavern

**Oct 15**– Octoberfest

**Oct 22-23** - Fat Run

**Nov 5**– Guy Fawkes

**Nov 8** - KCMGCC Social at Johnny's Tavern

**Nov 12**– Brit Fair Lenexa Community Center

**Dec 3**– Christmas Party

**Dec 13** - KCMGCC Social at Johnny's Tavern

*Mark these dates and more info will be reported as it comes available. Once again, watch out for the Evites.*

**Johnny's Tavern 6765 W 119th St, Overland Park, KS . Web site is:**

**[http://www.johnnystavern.com/overland\\_park.html](http://www.johnnystavern.com/overland_park.html)**

## 2011 MG & All British Car Shows

This is what I have found so far on car shows for 2011. I checked the web sites for other Midwestern British car shows and most still have information on their 2010 shows. I'm listing the shows and their web sites so you can check on your favorites.

Date	Show	Location	Web site
2 Jun	20th Annual Champagne British Car Festival	Bloomington, IL	<a href="http://champagnebritishcarfestival.com">http://champagnebritishcarfestival.com</a>
3-4 Jun	Heartland MG Regional	Overland Park, KS	<a href="http://heartlandmgregional.com">http://heartlandmgregional.com</a>
12 Jun	MG International 2011	Reno-Tahoe NV	<a href="http://mg2011.com">http://mg2011.com</a>
23 Jul	GOBMC British Car Show	Carthage, MO	<a href="http://gobmc.org">http://gobmc.org</a>
4 Sep	KC All-British Car & Cycle Show	Kansas City, MO	<a href="http://kcallbritish.com">http://kcallbritish.com</a>
17 Sep	All British Car Show St Louis	St Louis, MO	<a href="http://allbritishcarshow.com">http://allbritishcarshow.com</a>
24 Sep	Brits in the Ozarks	Fayetteville, AR	<a href="http://britshironwa.org">http://britshironwa.org</a>
?	Mid-Iowa Brit/Euro Car Classic	Des Moines, IA	<a href="http://midiowacarclassic.com">http://midiowacarclassic.com</a>
?	FAHC All British Show/Lincoln	Lincoln, NE	<a href="http://flatwater.org">http://flatwater.org</a>

## Midget Mumbblings by Steve Olson

I'm reading a borrowed copy of "The Potside Companion" by Burt (BS) Levy. A long time back I read his early book "The Last Open Road" and it was quite entertaining. Based on the surprising success of that book he went on to write a few sequels. I tried those but didn't think they quite lived up to the original. So when I had the chance to spend \$25 to buy his anthology collection of regurgitated articles he has written over the years for several magazines, I decided he didn't need my money for stories he had already been paid to write. I haven't seen him drive a race car but I have heard him speak and I have to admit he has some amusing stories and manages to tell them in a way that keeps you on the edge of your chair even though you know precisely how they will end after just the first few sentences.

But while I never quite got into his later works, this re-edited, further embellished, and pumped up version of his earlier writing has been putting a smile on my face for several hours. He pokes a lot of fun at the whole sports car racing tribe, but mainly himself. His antics are similar to a lot of the truly dumb things I have done or at least considered doing. Some I am still considering even though he has shown the obvious disasters for which I would surely be setting myself up. I'm sure at the time he was positive his junker TR3 would instantly catapult him to a formula one driving championship, somewhere deep inside his tiny octane addled brain he must have heard the small voice of logic and reason screaming for his attention to tell him this would never happen. We have all heard that small voice screaming at us and we have all managed at times to totally ignore it and charge headfirst at that brick wall in front of us. The result is seldom pretty but that doesn't keep us from repeated attempts. Especially those of us with that Y chromosome!

Old B.S. Admits that while all his stories are based on actual events as best he can remember them, other eye witnesses may have seen them from different perspectives and have somewhat different recollections. And I agree that a few contrary facts should not be allowed to interfere with a good story. I know I tend to enhance the stories I write a tad over what I actually remember and I have been told that my memory builds some things up a bit, especially over time. And I'm not nearly as good a writer as he is so it could be the truth is buried pretty deeply by B.S. Perhaps those 5 pitchers of margaritas I drank were only 4 and a half for example. Perhaps he was only going 130 miles an hour when he rolled that car end over end 5 times and not 6 times at 150. Details like that aren't important. Making the story interesting always takes precedence doesn't it?

If you get a chance guys, pick up a copy of this book and see if you don't identify a bit too much with some of the characters in it. And the gals might find it helps them better under-

stand us guys. It won't make you appreciate us any more, but it will show you that the bone head stunts we pull are a natural part of being a car guy.



## Breakfast Run by Monica Mills

We started with 11 cars and 21 people and found a dozen more people waiting at Waid's restaurant when we arrived!!! One MGA owner braved the cold 40° morning air with their top down.

Our drive through the city on back roads was scenic and fun with a couple of unusual points of interest popping up. We drove over two lake dams and three golf courses. When we got to the restaurant, the Porsches had all the prime spots taken for their weekly Saturday morning breakfast get-together. Most everyone went to the Armacost Museum afterwards, which Geoff Rollert had organized.

It was a great weather day for a run. Those that didn't go missed a great drive through unknown roads in Independence, Blue Springs, Grandview, and Kansas City, and also one last drive over the famous Red Bridge over the Blue River, which will be closed very soon to auto traffic and kept for bicycles and walkers only.



## Classic-fieds

**1980 MGB**, great condition, turquoise color, a Ford 1992 color. Dual carb conversion. 112,000 miles. Odometer replaced so mileage reads less. Less than 500 miles on tires. \$7500. Please call Derron Mayer, 913-299-1386.

I have a **1977 MGB**, dark blue, with about 57000 miles. I acquired it from my youngest daughter, and it ended up parked in a garage with a tarp over it until I retired. Somehow I ended up with it. I have replaced the exhaust, Carb, and header (it has a weber) the alternator was replaced with a 100 amp Saturn alternator. New distributor (Eurospec) relays wired on lights, new tires, belts, and hoses.

Unfortunately, it has rust on right rear quarter panel, interior needs work, the top is old and hard, and the back window discolored. It probably needs a good tune up, and occasionally the fuel pump needs to be tapped to start.

I drove this vehicle a couple thousand miles, mostly back and forth to work (part time job ) after I retired, but it hasn't been started for about a year and a half. I would like to see it go to someone who will appreciate it. I have all the parts that were removed and replaced, plus four extra wheels (two with old tires ). I have about \$5000.00 invested in it, I think I would like to have \$2500.00 for it (negotiable).

Thank you,  
Jim Armstrong

[jarmstrong41@kc.rr.com](mailto:jarmstrong41@kc.rr.com)

I have a 76 Midget, It needs some mechanical work, anyone know of a good Mechanic in the Northland (well anywhere in the metro would be good)?

- Chris Tobin

### 1980 MGB roadster

V6 5speed. Rust free Texas car, Near show condition, Chevy 2.8, 5 speed, professional body and paint. Alloy wheels, CD and much more that really make this care unique!! A blast to drive!! Must see super clean!!

Lots of smiles per gallon! \$10,000 Call



Jana Castanon 913-706-1574

### 1975 MGB Hot Rod

A screw has come loose in my left leg. It's too painful to shift so selling my car. No hurry, looking for a good home. Best offer buys, new zip down back window top, V6. Any questions please call 913-268-6555 Thanks, Don Kopp

### 72 MGB Looking for a good home - Eureka, MO

I'm moving and my '72 MGB needs to find a good home. It's not drivable at the moment (ignition switch broken) and I haven't started it for a couple of years, but it grew up in Meridian, MS so the body is still sound and has never seen salt. Chrome bumpers, new top, original tonneau, wire wheels, luggage rack, sun-faded original paint job, new gas tank. It was state inspected (not antique) and insured and driven every weekend 3 years ago. Unfortunately, life kept me from laying a wrench on it for the last 2 years. All the work I did on it was with parts from Moss and Victoria British.

I hate to see it go, but I'd feel much better about it if I knew it was going to someone who would appreciate it. Any interested parties can contact Matt Everett at (314)-324-3050.

### To place an ad in this section

Non-commercial MG ads are free to both members and non-members. Please contact the Membership Chairman, Tommie Camblin, about placing an ad for your business. All ads are posted at the discretion of the editor and may be edited.

**1960 MGA Roadster**, 5-speed, Excellent Condition. Gray with Red Interior. Must see and drive to appreciate. Best in Class 2006 All MG Meet Gatlinburg. \$25,000.00 Contact Rob Camblin 816.213.1012 for info and to set an appointment to see and drive.



**1980 MGB project** car is in primer, ready to be painted. Runs and drives, but still has headlights out so would need to be trailered if purchased. The mileage is roughly 73000. Clear title, local pickup and cash only call for appt 816-518-6301 Renee asking 1500.00 or OBO.



### MGB Aluminum hood

It's in pretty good condition with no dents or dings. It would be a correct replacement for MGB up to 1969 I believe. It's also a desirable addition to later MGBs as it is a bolt on replacement. Many of the original aluminum hoods have long since been destroyed and replaced with steel. To buy a new aluminum hood you will pay \$900 - \$1500 plus shipping. This hood needs only minor work to be ready to install.

Price is \$100 cash. If interested, call Dave at (816) 510 - 2920, 8am - 10pm

## FROM MEMBERSHIP:

Our membership year runs from June through May of the following year. So the time to renew your membership is fast approaching. As you may know, our dues for the 2011-2012 year have been reduced to \$18. You can mail a check to KCMGCC, 17810 Hidden Valley Road, Independence, MO 64057. You can also pay your dues at any of the upcoming events - the monthly socials, the SLIM Run, or at the club tent at the Heartland MG Regional.

Please let me know if you have any changes to your mailing address, email accounts, phone numbers, or cars so I can update our records.

We have had some problems sending email to members. We will be testing a new method of sending emails over the next month. They will be test messages coming from KCMGCC.com. If you do not receive any test messages check your junk box and your spam boxes. If we receive undeliverable message back from your account, we will contact you to see if we can resolve the problem. We thank you ahead of time for your patience.

Tommie Camblin

## VTR 2010 – Jekyll Island

Mia and I left Coffeyville in the Vitesse, pulling the Spitfire trailer on Friday, heading to Nashville for our first overnight stop. Saturday morning, we went over to the Lane Motor Museum; however we had our first problem of the trip on the way to the museum. Someone ahead of us threw something out their window, it bounced once and I collected it on the right front corner of the car. I saw glass fly, and was hoping it was a headlight, not a park light. We managed to catch up to the offending vehicle to get a license plate number, then pulled over to assess the damage. It was indeed the headlight that was broken, so we went to a parts store, then to the Lane Museum to change the headlight.

Mr. Lane certainly has an eclectic collection of cars, everything from a Peel 50 micro car to the enormous amphibious LARC-LX, which weighs in at 194,000 lbs. empty and is rated to carry 60 tons of cargo.

Saturday evening, we went to Atlanta to visit an aunt, and then drove across the state to Jekyll Island on Sunday. The car ran well all the way to Jekyll, with the only break down being the head light. Jekyll Island used to be a hangout for the

rich and famous. There are several “cottages”, which I would have called mansions and a huge old hotel, which was the host hotel for this event. Mia and I had elected to rent a duplex, which we shared with my parents who came up from Florida for this event.

The VTR this year was an excellent convention. It had all of the usual events, but the venue was excellent. As usual, Mia and I participated in as many events as possible including the funkana, fun rally, TSD rally, Lemans start, photo contest, dinner drive, ice cream run, participant’s choice car show and the last event, the autocross.

During the funkana, I blew out a front brake line while braking hard. Since a previous owner had fitted a dual circuit master cylinder, I still had the rear brakes, so we finished the funkana slowly and then proceeded to the paddock area to assess the damage. My folks took me back to the host hotel where the vendors were located. I purchased a set of braided brake lines from Ted Schumacher and then went back and replaced both brake lines on the front of the car, bled the brakes and then we tried the funkana again. It was during this 2<sup>nd</sup> round that we made the local paper. In the picture, I was driving blind folded and Mia was trying hard to direct me.

During the ice cream run, as we were getting back into the car to head back to Jekyll Island, a lady unaffiliated with the show informed me in no uncertain terms that my car was the *wrong* color. She said she was from England and that Vitesse were *never* that color. She was correct of course, but I’ve rarely met anyone on this side of the pond that would know this. VTR president Blake Discher overheard the exchange and wanted to sign her up to be a concourse judge.

The autocross is normally one of my favorite events at a VTR convention. I was particularly interested in the one at Jekyll Island, since it was a much faster course than what is typically seen at a VTR. My first run was uneventful, I took my Mom with me as a passenger, though there were problems with the timing equipment, so I did not get a valid time. My 2<sup>nd</sup> run was a bit different though. Things were going well until part way through the slalom when I spun. I’ve been autocrossing the Vitesse at VTR conventions and other car shows for the past 10 years and had never spun before. I usually end up letting the tail hang out around some corners, but the car has always been very predictable and is easy to let it drift. This time as I was spinning toward the edge of the pavement, time slowed down. I was thinking about how I wish I were going straight off the edge of the pavement instead of sideways. About how I hoped the ground was hard enough that I would slide on top of the grass and not dig in. After the left tires dug in, I was hoping that the car would stop on its side and then finally realized that I was going all the way over. I didn’t do

## VTR 2010 – Jekyll Island (cont.)

anything consciously to save myself, but rather think I was thrown over toward the passenger side by the force of the initial impact when the tires dug in.

The next thing I know, it is dark, I'm upside down, my head against the ground with my chin almost touching my chest, my rear end resting against the driver's side door. I could hear the engine was still running so immediately started worrying about the engine running without oil, so I started searching for the ignition switch. Next I heard a couple of people behind the car talking about fuel leaking from... ..the tank and my search for the ignition switch got a little more serious. Meanwhile, the engine continued to idle smoothly. I found the switch, turned off the ignition, found the seat belt release button and unbuckled myself. About that time the driver's side door opened and I fell out. I backed out enough so I could sit up and saw Debbie who was asking me to "Say something". While I was tempted to make some sort of disparaging remark about the damage to the car or my bone headed driving that put it there, I quickly decided that I was lucky to have survived without apparent injury, so I simply said "HI THERE!".

Up to this point, I had only considered the damage that I had done to the car, but hadn't really considered that I had caused several people a lot of emotional trauma. My Dad was taking pictures of me as I crashed and was the first family member on the scene and he was visibly shaken. Next my wife Mia came running up and was very distraught. When she arrived on the scene, she did not realize that I was out of the car. Witnesses claim that she threw herself on the ground in despair, but she claims that she stumbled and fell down. I went over to assure her that I was OK. It was about this time I also realized that I didn't get away totally injury free as the middle of my back started to ache.

Meanwhile, a bunch of people flipped the Vitesse back over and pushed it first off to the side of the course, then back to the paddock area. I asked a friend if he could arrange to throw my stuff into the Vitesse and then my folks took me to a local urgent care just to make sure I was OK. After some X-Rays the doctor told me I was going to be sore for a while, but that I was in "amazing condition considering what I had been through". He gave me some pain killers and sent me on my way.

Later that evening, was the awards banquet. Mia and I were just amazed at how many people made offers to help store the car, repair the car, give me parts for the car, or offered to put me in touch with someone who has a parts car. Ronnie Babbitt who was the chairman of this year's event offered to tow me up to his place and put a screen door on in place of the windscreen so I could drive home. If I had been feeling better, I probably would have given this more consideration,

but I realized that I wouldn't be able to do much in the way of heavy lifting.

During the awards banquet, we received a couple of awards, 1<sup>st</sup> place in Special Interest Participants' Choice and first place in Novice TSD Rally.

Duncan Wood and I have a slightly different recollection of the conversation he and I had immediately prior to the banquet. I was on some pretty good drugs at this point, but my recollection is that he said "We are taking you home." He had already asked Ruth Josie to drive his Stag home and he would put my car on his trailer and haul me back to Kansas.

This most generous offer was accepted. Since the convention ended on a Thursday and I was still pretty sore, we elected to relax on Friday and head home on Saturday. The one thing we did have to do on Friday was to load the car. A large group of people showed up to push the Vitesse onto Duncan's trailer. Within just a few minutes, we were loaded and ready to go. Again we were humbled by so many people being there to help.

I had pulled a trailer with the Vitesse to Georgia and Paul Higley offered to put my trailer inside his trailer along with his Triumph Southern Cross and store it at his home in the Dallas area until Mia and I were able to retrieve it a few weeks later.

The trip home was uneventful. Duncan, Sheila, Mia and I had a very good visit on the way home. We made very good time and spent the night in Memphis. Not wanting to unhook the trailer, we asked at the front desk about some place to eat close by and they recommended a place that picked us up in a pink Cadillac (this was the home of Elvis after all).

Sunday, we made it the rest of the way back to Coffeyville by mid-afternoon. I had assumed we would arrive in Kansas pretty late, but again we had made good time, so Duncan and I unloaded the Vitesse, before they headed south to Texas.

After giving myself a few weeks to heal, I did go out and assess the damage. I cut off the windscreen so I wouldn't damage myself working around it. As for mechanical damage, this was limited to a bent left rear axle, a broken motor mount and a broken fitting on the intake manifold where it hit the heater valve. The body needs a new windscreen frame and wing window frames, though the left wing window glass survived. The right door is pretty badly damaged as well as the left front wing. Other than that, it has a few minor dents which should pop out easily, so the car should be fairly easy to repair. Chad Jester from Tulsa found out about the damage and gave me a bulkhead assembly which has the windscreen frame I need as well as 2 doors which will donate their wing window assemblies.

## VTR 2010 – Jekyll Island (cont.)

The generosity of everyone in the Triumph community is truly amazing. I've always known this was a great group of people, but didn't realize until this incident how great a group this is.

...

## 2011 Endurance Rallye and Mini Endurance Trial Results

### 2011 Missouri Endurance Rally: April 09 - April 10, 2011

Team	Car	Offset	Final Mileage	Place
Mark Michalak / Mark Wenger	1960 MGA Coupe	1.088968	623.207	1st
Cameron Butz / Bri- an Viezbicke	1971 MGB	0.8095238	613.052	2nd
Mike Barnes / Stef Barnes	1974 MGB/GT	0.9745223	623.207	3rd
Ken Brasfield / Mahlon Webb	MGB/GT V8	1.0851064	715.085	Most Miles

### 2011 Missouri Mini-Endurance Trial: April 09, 2011

Team	Car	Offset	Final Mileage	Place
Craig Ingraham / Ike Lamke	1974 TR6	1.1167883	413.099	1st
Janel Demick / Carol Mangles	1977 MGB	1.009901	413.352	2nd
John Mangles / Keith Mangles	1966 MGB	1.0268456	414.486	3rd

### Three Fun Teams

Abby & Josh	Mazda	1	434.4	
Peter & Carolyn Westbay	Geo	1.02	494.292	
Joe Honor / Joel Finkel	BMW			DNF (non-mech)

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# **Car Show and Breakfast**

**to Benefit the Leukemia and Lymphoma Society**

May 7, from 7 am until 2 pm, Sumo by Nambara, a hibachi grill located in Leawood, Kansas City, is hosting a car show benefiting the Leukemia and Lymphoma Society. Breakfast is included in the \$10 registration fee (a donation to the Leukemia and Lymphoma Society), and attendees will be allowed to vote on Best of Show. First prize is a \$200 gift certificate to Sumo and second prize will be a \$100 gift certificate to Sumo. They are working on adding additional items to the prize packages as well.

There will be a live radio, radio advertising, and other publicity, and we are allowed to showcase cars and information about the club.

## **Sumo by Nambara**

4800 W. 135th St., Ste.108

Leawood, Kansas 67211

Or

Kah Tan

316.992.3254

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# *PRATHER RACING'S ANNUAL* **PICNIC AT THE RACES**

**SUNDAY,**

**MAY 1st, 2011**

**HEARTLAND PARK TOPEKA**

Qualifying will start at 8 am,

**BE THERE EARLY!!**

**THERE WILL BE A DRIVE AROUND THE  
TRACK AT THE LUNCH BREAK!!**

*WE'LL PROVIDE THE MAIN DISH.  
PLEASE BRING A SIDE DISH, CHAIRS,  
AND YOUR FAVORITE BEVERAGES.  
MAKE SURE TO DRIVE YOUR  
BRITISH AND MAZDA SPORTS CARS!*

*COME TO THE MAIN REGISTRATION BUILDING OUTSIDE THE TUNNEL,  
ASK FOR PRATHER RACING AT THE DRIVER'S WINDOW,  
SIGN IN AND COME ON IN..  
THERE WILL BE A \$5 SPECTATOR FEE.  
WE'LL HAVE A PLACE FOR YOU TOO  
PARK TOGETHER TO ENJOY THE RACES.*

**LET KATHY KNOW IF YOU ARE COMING**

**BY APRIL 25TH PLEASE!**

[kprather@ksbroadband.net](mailto:kprather@ksbroadband.net)



Come out and join us for the 1st Annual Sunflower Rallye! A vintage car rallye designed in the European tradition of the Monte Carlo and Tulip rallies. The Sunflower Rallye is not a cruise or tour but a multi-stage navigational rallye that promises to test your wits and deliver a fabulous day of driving and camaraderie with other vintage car enthusiasts.

The Sunflower Rallye is open to pre-1975 European makes but our desire is to accommodate all who are interested, so if you want to join us please e-mail to [sunflowerrallye@gmail.com](mailto:sunflowerrallye@gmail.com).

The Sunflower Rallye is scheduled for October 16th, 2011 and is **limited to only 35 cars**, so register now!

**Keep an eye on our Facebook page for future details:**

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## Club Officers

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**Vice President/Events: Russ Circle**

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**Treasurer: Rick Mills**

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## About the MG Post

The Kansas City MG Post is published monthly by the Kansas City MG Car Club. The KCMGCC is a member of the North American MGB Register, 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 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.



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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Do you want your telephone number listed on the club roster?

Yes \_\_\_ No \_\_\_

Do you want to have your email address added to the email list?

Yes \_\_\_ No \_\_\_

Mail completed application and dues to:

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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

Tommie Camblin  
 Membership Chairman  
 (816) 795-9628  
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