

**March Events:**

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

**Mar 19-** 21st Annual British Car Day, New Orleans

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## Monthly Newsletter of the Kansas City MG Car Club



### Frank Henak, 1912-2011

Kansas City MG Car Club lost a beloved member this month. Frank G. Henak, 98, of Kansas City, Kansas, passed away Tuesday, March 1, 2011, just a day shy of his 99th birthday.

Frank was born March 2, 1912, in Linwood, KS, and had been a resident of Kansas City, KS, most of his life. He was survived by two sons, one daughter, five grandchildren, six great grandchildren, his brother, and two sisters, and was preceded in death by his wife, Selma, and one sister.

Frank was a member of Grandview Baptist Church, Proctor and Gamble Retirees Club, as well as our own

Kansas City MG Car Club. He enjoyed going to dances at various community centers and visiting with all his friends, as well as boating and gardening, keeping a large garden at the lake house he had built after his retirement.

“Frank went dancing several times a week for years, and I had always promised him that I would dance with him on his 100<sup>th</sup> birthday. I'm just sorry that won't happen now.”

- Monica Mills, KCMGCC member and treasurer

(Continued on page 5)



## 2011 Events

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

**Mar 19**– 21st Annual British Car Day

**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

**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

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**Jul 23**– Carthage Show

**Aug 6**– Club Pool Party

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

**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** – 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
19 Mar	21st Annual British Car Day	New Orleans, LA	<a href="http://bmcno.org">http://bmcno.org</a>
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>
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>
?	All British Car Show St Louis	St Louis, MO	<a href="http://allbritishcarshow.com">http://allbritishcarshow.com</a>
?	FAHC All British Show/Lincoln	Lincoln, NE	<a href="http://flatwater.org">http://flatwater.org</a>

## Midget Mumbblings by Steve Olson

The bumpers on my Midget are looking a bit tired these days. Most thought the so-called "Rubber Bumpers" were ugly when they were first put on the cars to meet the low speed collision damage limits here in the USA. I agree they weren't a styling asset, especially on the MGB. Somehow on the Midget they blended in a bit better, but I still wouldn't call them beautiful, and now some 35 years later the ones on my car are getting in shabby condition. I have several options for cosmetic improvement.

I could re-bumper the car with chrome bumpers from an earlier year. But that requires body work to reshape the area below the tail lamps and to change the openings in the front fenders for the park lamps/turn signals. And cutting away the old mounts to weld on new ones. The chrome bumpers are expensive and may have quality issues.

I could just de-bumper the car. Still the taillight area work would be needed and the front chassis legs would need to be trimmed back and a new grill installed. This is not completely trivial work and it would leave the ends of the car quite vulnerable to parking lot neighbors who park by ear. And I do drive my car more than just car shows, so this threat is real for me.

I've seen some cars where the black bumpers are painted to match the body. And somehow to me that looks okay, but just doesn't look quite right. I'm sure that if the flexible paints had been available back in the mid 1970's this is what the factory would have done. Personally I just don't care for the way this makes the car look like it is trying to be a lot more modern than it is.

So that leaves me to just try to get my bumpers looking better. There are nicks and gouges and the rear one has been melted some around the exhaust. So there will be a bit of sanding and filling needed. The bumpers were never made of rubber like folks thought. They were some kind of very rugged polymer material according to the marketers. Okay, they are plastic. Special flexible fillers are available but those aren't easy to work with and don't sand at all well after application. Since there is really very little flex in the bumpers I may just use regular body filler for the small areas I need to

smooth out. And since several companies now offer rattle cans of paints that bond extremely well to plastics I think I will have a choice of finishes. The originals were smooth and almost glossy back in the day. As they aged in the sun they took on a mat finish and eventually almost a pebble grain. I'm considering either gloss black or low gloss black instead of the flat black that I used last time around. Flat black tends to make things more invisible and hides imperfections best. But dirt and bug guts cling to the rougher surfaces like Super Glue. So the low gloss is probably my best compromise.

The other issue with the black bumpers is that they are heavy and detract from the car's handling. So maybe I should paint them some light color?



## Sharolyn Brillhart, 1956-2011

Sharolyn Marie Brillhart, age 55, Shepler's Western Wear employee of 23 years and driving force of the Olpe Chicken Run, died Tuesday, March 1, 2011. Sharolyn was preceded in death by her maternal grandparents and her father, and survived by her husband, Henry Brillhart, son, and parents.

Memorials have been established with Haysville United Methodist Church, 601 E. Grand Ave., Haysville, KS 67060 and The Kansas Humane Society, 3313 N. Hillside, Wichita, KS 67219. Send condolences to [smithfamilymortuaries.com](http://smithfamilymortuaries.com).

## 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, she bought it from a retired gentlemen at her work. She drove it about a 100 miles, and decided she and clutches didn't get along. She parked it in her 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.

Now for the bad stuff, Rust on right rear quarter panel, interior needs work and top is old and hard, 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. The car is in my shop and hasn't been started for about a year and a half. I would like to see it go to someone who will appreciate it. My kids are not interested in 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

[jarstrong41@kc.rr.com](mailto:jarstrong41@kc.rr.com)

### 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

(Frank Henak cont.)

Steve Olson, another KCMG Car Club member, wrote,

"I first met Frank Henak when his son Larry decided to join us on a trip to the car show in New Orleans several years ago. It is a long drive, but the great group there puts on a fine British car show each year. Larry said he would like to bring his father along. I looked at Larry and started doing some math and decided his dad must be up in years for such a long, hard trip. I said we would be visiting the French Quarter on our own and that there was no close parking. A lot of walking would be involved. Larry said his dad would walk the rest of us into the ground and that settled the question. At the last moment Larry's MGB had some issues and he didn't trust it to make the trip so he rented a trailer and hauled it down. Frank had eye problems and couldn't drive but he enjoyed the trip. Wherever we stopped to eat he would order a big meal and always cleaned his plate. He seemed to enjoy everything. And when we reached the Crescent City he did indeed walk the rest of us into the ground. He must have been around 90 at the time but he was sure a fit and active senior. And, in all the years I have had the pleasure to know him I have never once heard him complain about anyone or anything. When I grow up I want to be like Frank!"

Russ Circle, KCMGCC Vice President, added:

"I'm not sure where to start with someone like Frank..."

So many things he has seen and done over the course of his life. So many lives he touched. I met Frank about 10 years ago, but never really knew him as well as some in the club did. What I did know him as, was a vibrant old fella, who absolutely loved being out with the group. You could see him in the passenger seat, both hands holding down his ball cap, with a smile you couldn't remove with anything.

At the funeral, it was noted that he was 2 months old when the Titanic struck the iceberg. The more I thought about that, the more I realized the things he was witness to. The Model T was still in production. He was alive for WWI, WWII, Korea, Bay of Pigs, Cuban Missile

crisis, JFK assassination, Sputnik, Man walking on the Moon, Vietnam, Desert Shield/Desert Storm/ War on Terror. Hitler wrote Mein Kampf, he saw Stalin take the reins of Russia. We went from tube radio, to transistor, to solid state. Television had not been invented when he was a child. He witnessed 19 US presidents. Pearl Harbor, Hiroshima, Nagasaki. He saw Charlie Chaplin, Marlin Brando, James Dean, Marilyn Monroe, Steve McQueen, Joltin' Joe, Babe Ruth, Mohammad Ali, and Frank Sinatra, all in their prime. I can go on for quite a while, as this only touches on the things Frank saw happen in his life.

What a life knowledge. The things he was witness to, of both great and horribly bad, are the things that shaped who we are today, shaped who I am. I only dream to have a life as rich in experience as his. Even though he lived his life in our great city, the events and people mentioned before are what he lived, what he saw and heard. The emotions brought by these things formed his life and who he was. I wish I had known Frank better. We are all a bit poorer with his passing. Seeing the immense turnout at his funeral, made me realize how many lives he touched, what a wonderful person he was. I can only hope to be like Frank.

He was the oldest member of all the organizations he was a part of and was proud of it.

But even Frank wasn't old enough to see the Cubs win a World Series...."

(Right) Frank Henak and  
Tommie Camblin

(Bottom) Frank and his son,  
Larry



## The Good, the Bad and the Ugly: Part I

### by John Burrows

Last Spring, Kate and I participated in the Club run up to Kirksville, Missouri. The morning was cold, gray and misty. We gathered with our compatriots in a McDonalds parking lot, where we grabbed a quick bite and prepped our cars for the 300-mile round-trip journey.

#### The Good:

Our car, a 1967 MG Midget, had been prepared for the trip. We had fresh oil, a new gear reduction starter, power points for our electronics and a taped windshield, as our rubber seal leaks.

#### The Bad:

The car sounded great – except for a slight ticking sound at higher RPMs. I hoped that it was merely the valve train, which could be easily adjusted.

We drove in the caravan of British cars, wending our way over hill and dale. Then it started to rain. If you are not familiar with an early MG Midget, there are two things about it that are kind of quaint, or just silly:

First, the heater control valve is a unit that looks like a miniature hose spigot off of an Austrian elf's house. To turn on (or turn off) the heat, one must stop the car, open the bonnet and physically twist the spigot just like the one attached to your house. Sometimes, due to sitting for long periods, the spigot is a bit stiff and difficult to operate. Other times, it simply leaks. Although ours didn't leak, it did require for us to wait for the group to make a pit stop before we could open the spigot to permit heat to demist our windshield.

Second, early Midgets have a one-speed windshield wiper that is operated by a toggle switch. Our toggle switch is original, as is the wiper motor. Therefore the laws of car physics apply: the wipers either move very slowly or they work intermittently. Either way, it was not an ideal situation as the rain began to fall in earnest.

As we drove, the shower intensified and Kate noticed that her right calf was becoming soaked. She spent considerable time looking at the top and the windshield frame, trying to discover the source of moisture, when she finally noticed that water was shooting up like a geyser from the floorboard! Apparently, we failed to replace a rubber bung and the front right tire was directing water, under pressure, into the cabin.

Let me state for the record that everyone should drive their car with the top up, several times a year. I say this because it is amazing what mechanical sounds you can clearly hear with the top up, that are otherwise drowned out when the top is down. As we struggled to stay dry in the SS Minnow, I could clearly hear the ticking sound mentioned earlier, getting louder with time.

#### The Ugly:

Finally, about 140 miles out, the ticking sound turned into an urgent tapping sound that grew with intensity at higher RPMs. I immediately pulled to the side of the road and popped the bonnet for a closer inspection. Several others from the caravan pulled over to assist. Jim Hagar asked what the problem was and I described the sound. He said, "let's hear it", so I revved the engine and sure enough, you could hear the tapping at the higher RPMs. He said "do it again" – so I did and then the engine proceeded to blow up like a hand grenade! The connecting rod separated from the crank and exited through the block just under the carburetors. The car ejected cast iron and oil and died with a bang!

That was the end of the trip for our little car. Fortunately we have invested in AAA and after a series of other recent mechanical derangements, they know me by first name when I call. A flatbed wrecker picked up the Midget and delivered it 150 miles to our warm garage and my waiting wife – free of charge.

Kate, ever the trooper, asked to continue the trip and we managed to find rides in other vehicles.

#### Next up: The Rebuild

## Rick & Monica's Breakfast Run

### April 2, 2011

Come join us for a 1  $\frac{1}{2}$ -hour drive through back roads and bridges that are both old and new. Some parts of the southern city limits you've never seen before and

*some you'll never drive on again!*

We will meet in the parking lot at 7:00 a.m. (early birds will have no problem with that time) at Christian Brothers Auto Repair, 19600 E. 40 Hwy., Independence, MO, just east of I-470 on 40 Hwy. We will need to leave promptly at 7:30 to be able to make breakfast no later than 9 a.m. at our destination.

If you need your morning coffee, there is a big QT on the east side of I-470 on 40 Hwy.

We will wind up at 103<sup>rd</sup> & State Line in Kansas City, MO for breakfast at Waid's Restaurant. They will have the back room reserved for us. It will seat 70 people. We've already planned for about 30. There are multiple stalls in the restrooms when we get there. That is our only P-stop.

Any questions or comments, call Rick or Monica Mills at **816-765-7161**, or email us at

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

We need to know by March 27<sup>th</sup> how many will be coming.



**21st Annual British Car Day**  
**New Orleans, LA**  
**March 19, 2011**

Hello,

I would like to invite your members to come out to visit or enter the British Motoring Club of New Orleans' 2011 Annual British Car Day. Please let your members know about our show. If your club has a calendar, I would definitely appreciate this information being added to it. Hope to see some of your members there.

MARCH 19th 2011 – New Orleans, Louisiana - 21th Annual British Car Day– Join the British Motoring Club –New Orleans at Delgado - City Park Campus in New Orleans, Louisiana. All British cars and bikes are welcome. Registration is 9am to noon, with popular choice judging from noon till 3pm, awards at 4pm. The host hotel, the Hampton Inn-Elmwood, is just 7miles from the show site and 10 miles from the French Quarter. Hotel and show site have room to park trailers.

There will be a reception on Friday, March 18th at the host hotel. For more information contact: Rick Huber (225) 926-6946, Karen Murray (504)236-7509, or Cathy Greensfelder: [cgreensf@cox.net](mailto:cgreensf@cox.net) , or visit the club web site at <http://www.bmcno.org>



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## Club Officers

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jwburrows@burrows-group.com

**Vice President/Events: Russ Circle**

tangmere@hotmail.com

**Treasurer: Rick Mills**

RickMonica@kc.rr.com

**Membership: Tommie Camblin**

tcamblin@att.net

**Regalia: Vacant**

**Newsletter Editor: Katie Burrows**

katydid97@att.net

**Members at Large:**

**Amy Whittaker**

amy2dogs@yahoo.com

**Steve Olson**

solson816@sbcglobal.net

## 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.



# MEMBERSHIP APPLICATION

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

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

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

\_\_\_\_\_

Email Address: \_\_\_\_\_ Phone: \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

Do you want to have your email address added to the members@kcmgcc.com mailing list? Yes \_\_\_\_\_ No \_\_\_\_\_

Do you want to receive your monthly newsletter via email? 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 \$24, July\$24, August \$22, September \$20, October \$18, November \$16, December \$14, January \$12, February \$10, March \$8, April \$6.

Tommie Camblin  
Membership Chairman  
(816) 795-9628  
membership@kcmgcc.com

