

September Events:

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

Monthly Newsletter of the Kansas City MG Car Club

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Murder in Margaritaland by Tommie Camblin

It was a warm, tropical evening. The guests arrived for the evening festivities at the infamous Margaritaland Resort ready for good food and fun. The Resort Owner and his wife greeted all who came and welcomed them with open arms.

resort rooms. Someone was murdered. Who did it?

Sgt. Lord, the island's top police officer, was at the resort trying to solve another crime and jumped into action. He took charge and began an exhaustive investigation into the death. He gathered evidence, which he shared with all present. After all had a chance to solve the crime, the murderer was revealed.

As the evening progressed, intriguing conversations occurred between the resort staff and the guests as they got to know each other. Food and libations were served, and a good time was being had by all. Suddenly, a scream broke the evening air. Oh no!! A body was found in one of the

Okay. Sounds like an old movie on

(Continued on page 5)



2011 Events

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 6- Club Nite Out

Oct 11 - KCMGCC Social at Johnny's Tavern

Oct 15– Octoberfest

Oct 22-23 - Fat Run

Oct 29– Chili Supper

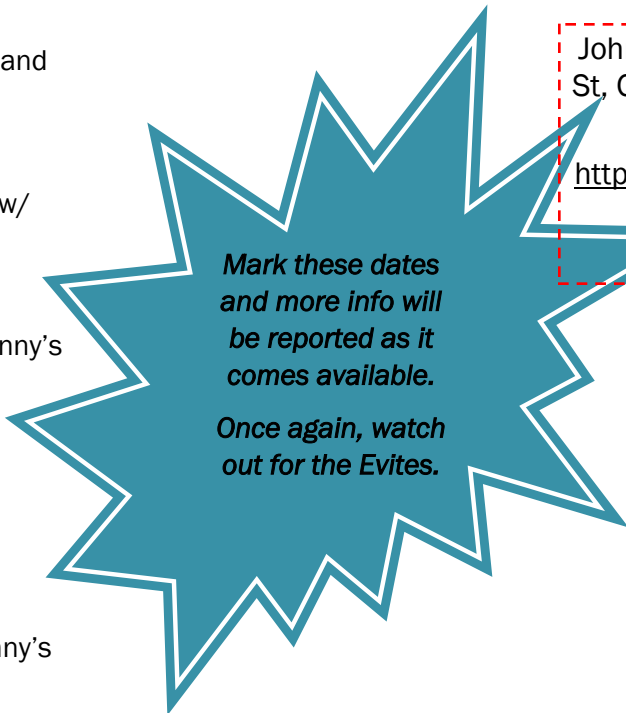
Nov 5– Guy Fawkes

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



Johnny's Tavern 6765 W 119th St, Overland Park, KS . Web site is:
http://www.johnnystavern.com/overland_park.html

2011 MG & All British Car Shows

Date	Show	Location	Web site
4 Sep	KC All-British Car & Cycle Show	Kansas City, MO	http://kcallbritish.com
17 Sep	All British Car Show St Louis	St Louis, MO	http://allbritishcarshow.com
24 Sep	Brits in the Ozarks	Fayetteville, AR	http://britshironnwa.org
?	Mid-Iowa Brit/Euro Car Classic	Des Moines, IA	http://mid-iowacarclassic.com
?	FAHC All British Show/Lincoln	Lincoln, NE	http://flatwater.org

Midget Mumbblings by Steve Olson

Not everyone is crazy enough to drive their old British car great distances, but some of us enjoy it greatly. Of course that poses challenges -not only do we have to decide how to pack all the things we simply cannot live without in the tiny luggage spaces, but we also have to withstand hours cramped in a small space ourselves while subjected to sun, wind, noise, heat, cold, wet, and vibration. But for those of us who are gearheads, those are trivial concerns. We need to figure out how to get the car to run well enough to get us there and back.

Altitude changes offer an opportunity to figure out how to overcome the forces of nature and the laws of physics. When the intake valve opens and the piston strokes downward, a suction is created and oxygen and fuel are drawn in. At lower altitudes, the atmospheric pressure is much greater than it is higher up. And the air is packed tighter so there is more oxygen to get drawn in. That extra atmospheric pressure also pushes down on the fuel in the carb bowl allowing the fuel to be more easily drawn in through the jet, but this effect is very slight. The result is that a carb adjusted to the perfect air/fuel ratio at sea level will be extremely rich once you go up a few thousand feet. And when an engine draws in less oxygen it will have less power even if the air/fuel mix is perfect. No car engine makes as much power anywhere above sea level. Our cars have little power to spare, so we notice that more than say, a big V8 muscle car.

We can't change the atmospheric pressure outside and even super chargers can only partially overcome the thinner air. Our cars don't have computers that adjust the fuel/air ratio several times a second like modern cars, so it is up to us if adjustments need to be made.

On our trip out to Reno in the Midget for the big MG 2011 event, I spent way too much time fiddling with the mixture and not only did I burn my fingers but I managed to get the balance between the two carbs way off. Having one too rich and one too lean just doesn't work well. Once we got to Reno I made time in our busy schedule to spend some quality minutes under the bonnet away from the crowds and traffic. Once I corrected the one rich, one lean problem I tweaked the mixture just like the manuals describe. The car ran tremendously better!

Then I decided to set a goal of driving the 1600+ miles

home without lifting the bonnet once. Knowing that the altitude in Reno is probably only 2000 to 3000 feet above sea level and knowing that I would be crossing two 11000+ passes in Colorado, I leaned the mix more than just a little. I wouldn't be needing max power and maybe at light cruise there would be extra fuel economy. That plan seemed to work well, and the car ran great until we got into the Rockies. Then, I noticed it was definitely running rich as we topped the high passes. I accomplished my objective though, and the bonnet stayed shut the whole way. Once we got home, the car ran so well that I refused to touch the carbs even though at our 800 feet altitude here in KC I knew they must be too lean.

Finally, I gave in and just the other day I reduced the idle speed from the ridiculous 1400 RPM to back below 1000 and then checked the mixture. I ended up twisting the nut two flats, 1/3 of a turn to get back anywhere close to best mix, and the subsequent increase in power told me I did the right thing. So if you are heading to different altitudes and want your car to run its best, then plan to lean nearly a flat for every 1000 feet you go up. 1/2 of a turn or so for Denver, and gobs if you are driving to the top of Pike's Peak which is over 14,000. And remember to reset again as you come back down or risk burning valves and pistons.

It would be easier to just load your Brit car on a trailer and lug it behind your gas guzzling, roomy, comfortable SUV or truck but that wouldn't be nearly as much fun. Except for trying to navigate a big rig and wide trailer in tight traffic and parking lots, where would you find any challenges?



Classic-fieds

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, 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

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

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.

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.

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 \$1,500.00 or OBO.



1960 MG-A 1600 engine

It has been completely rebuilt, all new pistons (+ 0.040), rings and bearings, new oil pump, new water pump, rods resized, on and on. All details available if interested.

Extras may be included, but please contact me for those.

Engine has been run in and is ready to go. \$3K without the stand, \$3.5 with the run in stand, complete.

O.L.Kinney, Jr.

913-663-2001

vern.kinney@ct.spx.com (alt. e-mail)

Murder in Margaritaland by Tommie Camblin

(Continued from page 1)

late night TV? No, it was the Murder Mystery hosted by Rob and Tommie Camblin. The cast of characters were members of KCMGCC.

Resort Owner, Coconut Joe - Rob Camblin and wife, Coconut Jane -Tommie Camblin.

Guests at the Resort:

Famous Tattoo Artist Tatum Tatt - Billianna Smith

Millionaire Thurston Howard III - Gerry Cahill and his girlfriend Cotton Candy - Tracy Cahill

Lotto Winner Lucky Numbers - Brian Hoffman

Movie Star Starr Bright - Laura Miller and her agent Agent Hollywood - Carol Olson

Surfing Champion Sandy Beachbum - Rick Mills and his manager Managing Mo - Monica Mills

Other essential Characters:

Native Girl Izzie Islander - China Schmalzbach

Policeman Sgt. Lord - Steve Olson

At the end of the evening, awards were given out. Carol Olson won the Smoking Gun Award for correctly figuring out whodunit. Other awards went to Terri Petty who won the Drama Queen Award for her portrayal of the gold digging, conniving barmaid; Billianna Smith who won the Ruthless and Rich Award after selling her wares (tattoos) to all the guests; and China Schmalzbach



Honeymooners Mike and Margie Mooner - Sandy and Steve Boyse

Resort Staff:

Bar Manager Bindy Barkeep - Bruce Miller

Bartender Jack Daniels - Rick Mills

Barmaid Kylie Cocktail - Terri Petty

Lifeguard Lifesavin' Sam - Mike Kelly

Cabana Bob - Larry Petty

BJ Baggage - Linda Hoffman



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.

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:

Lawrence All British Car Club

THE JEFFERSON HIGHWAY SOCIALBILITY RUN

Saturday, October 15th

Beginning: Harrisonville, at noon

End: Smithville at approximately 5:00 pm

We hope to have dinner at The Justus Drugstore Patio Restaurant if there is availability.

FatRun 2011!

Saturday & Sunday, October 22-23, 2011!

Participants will meet at McDonalds, HWY 50 & Todd George,
Lee's Summit, MO

After fueling ourselves and our LBCs, we'll have the Drivers Meeting
at 7:45, then leave at 8 sharp.

Saturday night we'll be staying at the
Travel Lodge in Mountain Grove, MO 417-926-3152.

\$59.36 double room

15 rooms available until Wed. Oct 19.

When you make your reservation, tell them you are with the KC MG Car Club.

If you are planning to attend, please, contact:

Cecil at 620-688-0920, vitesse6@gmail.com

or Mia, 620-870-0278

We look forward to seeing you there!

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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 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.



MEMBERSHIP APPLICATION

Join the Kansas City MG Car Club Today

It is the area's largest and most exciting club for ALL British Car Enthusiasts!

IT IS A REAL BARGAIN AT \$18 PER YEAR. YOU GET ALL OF THE FOLLOWING:

- Monthly Newsletters Car Shows New friends Rallies & Driving Tours
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Name: _____ Spouse/Significant Other: _____

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 email list?

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

Tommie Camblin
 Membership Chairman
 (816) 795-9628

membership@kcmgcc.com

