



Kansas City Triumphs Sports Car Club

Volume 32 Number 6

November 10, 2010



Coming Attractions!



HARVESTERS
COMMUNITY FOOD NETWORK

November 23 6:00-8:00



Workshop November 13,
9:00 a.m. at Foreign Car
Enterprises



**Annual Christmas
Party
December 11
*Details Within!***

Club Officers 2009/2010

Director: Jack Edwards 816.348.0773 jackhedwards@gmail.com Assistant Director: Ed Blend 913-897-2348 edblend@sbcglobal.net Secretary/Treasurer: Bob Aguilar 913.681.3202 rgaguilar@aol.com	Historian: Paul McBride (co-founder) 913.441.0499 pmcbr3@everestkc.net Advisor/Publicist: Gary Davis (co-founder) 913.441.2733 gdr3@msn.com Newsletter Editor/Publisher: Chip Kigar 913.894.8538 Ckigar@Hexnut.us Membership Director: Stephen Boyse genobuf@aol.com
Annual Dues are \$30.00 To Join, Pay Dues or for an Address Change, Please Contact: Bob Aguilar 12713 W 119th Ter Overland Park, KS 66213	Please Send Newsletter Articles to Ckigar@Hexnut.us . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)
http://kansascitytriumphs.com/	

Directors Drrippins XX

Wow, there are just ones left this year; month, Club Night Out, Workshops, Harvester's and The Banquet. Each day maybe the last day we can drive with our tops down or drive our LBC's at all. Craig is going to have another workshop for us the 13th, Harvester's is the 23rd, this is my favorite, two days before Thanksgiving and we are helping make sure poor families have something to be thankful for. December 11 is the banquet, now you have all the important dates for your calendar. The banquet committee has done a great job, and even negotiated a lower price for this year! We have had a lot of great events this year and now is the time to be thinking about the next year. Let any of the directors know what you would like to do next year.

One of the things that hasn't been to successful is the contest for a new name for the newsletter!! Put on your thinking caps and use your imagination and let's come up with a distinctive name for the newsletter!! There might even be a prize at the banquet for the winner. So we don't repeat our fellow enthusiast

group's names. We receive: TR Club DK; Exhaust Notes; The Bluebonnet; Triumph Trails; The Triumph Herald; The Austin Healey Reflector; KC MG Post; Triumphant Times; Brit's Bits, these are all taken so let's get something unique!

My car is now in the basement shop for winter revitalization, I hope to get my overheating problem, transmission and the engine compartment all redone this winter. This puts the TR3 on hold again. Check my grille next time I have the car out, it has a new grille badge from Denmark and a new club decal from Denmark. Anders reciprocated last week and sent me their grille badge, what a great gift. We still have some for sale if you want to surprise your friends.

We have been asked as a group to host the regional VTR in 2012. We need help from every member in some way to pull this off and put on a great show and time for all. All volunteers and ideas are welcome.

I hope to have seen you all at the last Club Night Out-Keep your LBC's on the road!

Jack

Editor's Notes

With temperatures in the 70's, I have started to suspect someone set the clock back last Sunday a month rather than an hour! We're coming up to the windup of the year and I am sure that everyone is considering winter projects. I myself am going to search out another oil escapee and block that route.

Have you renewed your membership? Renewal means that not only you get a GREAT newsletter, but get to participate in club events subsidized with your dues, like the annual picnic. LOVE that BBQ and a big thanks to the Overton's for acting as hosts this year. Another group to thank is our advertisers. I know everyone in the club appreciates your support. Members, be sure to tell the Vendors so when you bust out the wallet. Along with our log time advertisers, I would like to welcome Clint's Tire & Lube Express and A1 Concrete Leveling. Thank you for supporting Kansas City Triumphs!

Chip

WEDGE WORDS –

Part I

My TR8 has been running great lately and only needs for me to find more time to drive and enjoy it. For a few weeks it functioned as an almost daily driver when our family fleet of vehicles was reduced by sending one of our modern cars off to the grandson who turned 16. We soon discovered the TR was not a great

grocery getter if you needed more than just a loaf of bread and a quart of milk. So that motivated me to add a Honda sedan to our collection of far from new transportation options. But the 8 did substitute for a real car when it needed to. And it was completely reliable and I never even had to open the bonnet. Or maybe it was completely reliable **because** I never opened the bonnet???

My goal is to keep my cars in top shape so that I could jump into any of them on short notice and drive across the country with the expectation that the journey could be completed without a breakdown or major incident. Of course this would be easy with new or nearly new cars. Even old cars that have been fully restored with no consideration for cost would be nearly as trouble free as they were when new. But my old cars are better described as on-going rolling restorations on a shoe string budget. And rather than pay a trained professional to work on them, I prefer to do the work myself. Since I'm still near the bottom of the learning curve I expect my mechanical attempts to take a bit longer and involve a lot of trial and error. I enjoy the challenge of trying to diagnose a problem and then searching for a low cost remedy. I don't however enjoy doing that at the side of the road on a dark and stormy night. So when I have a few spare moments at home I like to go to the garage and check the cars for potential problems or things that I can improve. Just like even the best mechanics, sometimes I correct one small problem and create one or more large ones.

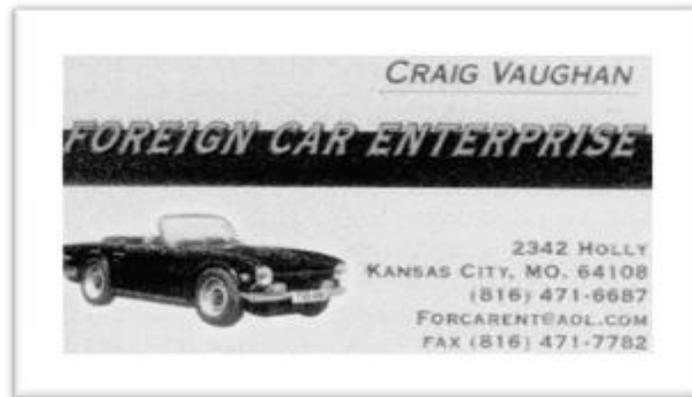
Which brings me to my current dilemma. Several months back I removed the water chokes from the Zenith carbs to clean and adjust them. That made a huge improvement in how the car started. While I was at it I did a full carb balance, linkage tweak, and mixture adjustment. On a TR8 that isn't easy. It takes a good while just to get the air cleaners off and the linkage from one carb to the other is convoluted and not

easy to access. But in the end I got much closer to perfection than before. And the major change that brought the biggest improvement was resetting the timing. (Vacuum hoses blocked, engine revved to around 4000 to be sure the mechanical advance was at maximum, set the timing at 32 degrees before top dead center, reconnect the vacuum hoses.) When I finished and took a short test drive I noticed a big boost in smoothness and acceleration and now I get 25 mpg in city driving!

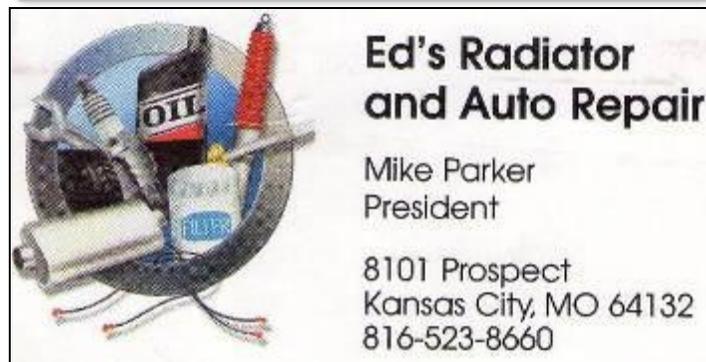
But since then I've had to slow the idle some, probably because built up deposits in the engine

have burned away. And since the air cleaners must be removed to measure the air flow and perfectly balance the carbs, I just tried to turn each screw about the same amount. I also found I needed to fine tune the mixture probably for the same reason. And the car runs great. But now at warm idle I can tell things aren't quite right. The idle isn't exactly even and consistent. So do I go back and re-do the full carb tuning process and risk creating some new problems or do I just live with the lumpy idle and be thankful the car runs well?

Steve Olson



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On the Garage Floor...

After I reassembled the lower half of my engine, I decided I was leaking a bit more oil than I would like. One of the leak points was the sealing block that spans the front of the engine at the bottom. Both the timing chain cover and the oil pan screw into this part. The sealing block is cast from aluminum and I have had issues in the past with stripping out the threads in this part from over tightening an oil pan screw. If you lose a screw from bunged up threads, there is a oil path to the sump and all of your oil can end up on the road. I had salvaged my error by having a my sealing block machined and a steel insert pressed in at General Mill Machine Shop Inc at 2021 Pennsylvania Ave in Kansas City, MO This wasn't a helicoil but an actual solid insert.

Even though I had reinforced the part at the point where the oil pan attached, I still was leaking and I remembered an item I had read about on the web. My search sent me to

<http://classic-technologies.com/sealing-block.php>

To quote from their site:

The original TR6 sealing block has several serious design issues. The material that it is made from is soft, which is not an ideal choice for a part with threads. Making matters worse, the two holes that intersect the counter-bored holes require shorter bolts and have inadequate thread engagement (length of the bolt in contact with threads). The rule of thumb for this is about 1.5 times the diameter of the bolt. For softer materials, it should be 2 to 3 times the diameter of the bolt. The bolts for the sealing block are 5/16-24, so for the original sealing block, the minimum thread engagement should be close to 15/16" (3 diameters). The two bolts that intersect the counter-bored holes only have a thread engagement of 3/8", just over 1 diameter. This is why these holes are so prone to stripping (see the right hole in the picture below).



The manual has a lower torque setting for these bolts because of this; but these bolts are on the bottom edge where the seal needs to be the best. Additionally, to have a good seal, the bolt torque around the gasket should be uniform.

I ordered their block and boosted my care up on the jack stands and got after it. One tip I wanted to pass along: I have a cheap brand of floor jack that is not very low profile. This means that ordinarily I cannot slide it under a preferred jack point. I cope with this by simply driving my spit up on to a pair of boards that raise it about 1 1/2". This gives just me just enough clearance to get my floor jack where I want it.

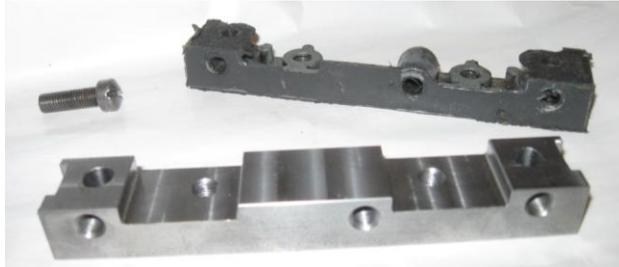
I dropped the pan, removed the time cover and removed the old OEM block. When I compared it to my replacement it was evident that my original part wasn't very flat where it met the pan:



It's certainly possible that if I had used a bit of glop on the seal it would have filled this gap. The oil isn't under pressure at this point and a good dose of permatext may have prevented the leak. I have never been quite sure when I should avoid using sealants and when they are appropriate. This case may have been a place

that it may have made a difference, but I had certainly found an outlet for an oil leak

The new part certainly looks different than the stanpart version. It is a precision machined steel piece.



I installed the new part and reassembled the timing cover and pan. The pan screws that are 'behind' the frame cross member tried my patience for a quite a while. I could have

loosened the motor mounts and jacked up the motor an inch or two and that would have allowed a bit more clearance and made prevented some obscurities, but persistence got the job done. One tool I have found useful in tight spaces like this is my 1/2 universal socket. This isn't a universal joint adaptor, but an actual socket that incorporates the u-joint for the most clearance. It has been a handy item for some tasks:



Well, I wish I could say I am now leak free, but instead I think I may have more articles to write.

Chip

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The Jefferson Highway was the first transcontinental highway system to traverse the North American continent South and North. Conceived at a meeting in New Orleans in 1915 the Highway became passable from end to end in 1919.

Marked by a stone obelisk in New Orleans "The Jeff" runs North through Louisiana, Texas, Arkansas, Oklahoma, Kansas, Missouri, Iowa, Minnesota finally ending at a stone marker in Winnipeg, Manitoba.

The Jefferson Highway, also known as the Pine to Palm Route, was on the maps until 1926 when all highways became numbers, erasing the old names. That is how part of Route 66 ended up sitting on top of the Jefferson Highway (Carthage, Missouri).

In the early days people built their own Highways and took pride in driving on them.

The Jefferson Highway is still there...discover it!



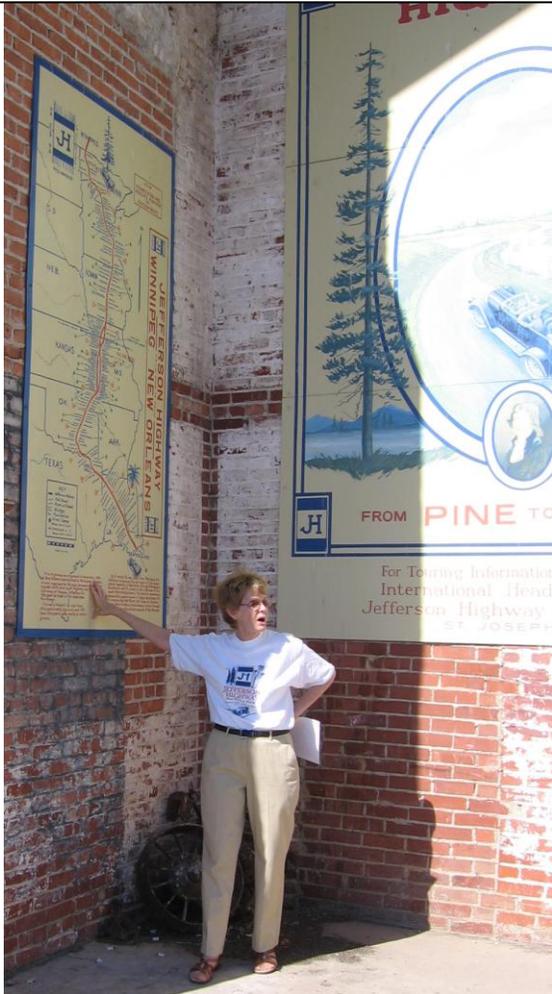
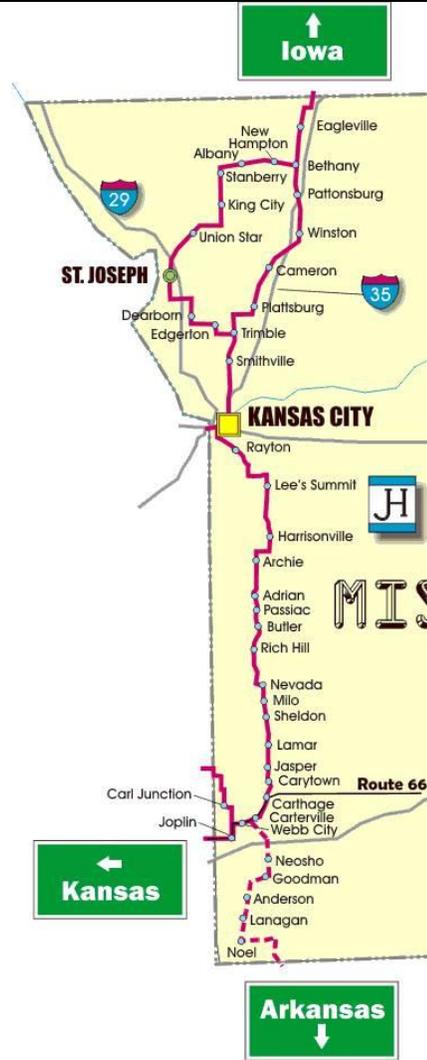
Photo courtesy of...



Photo courtesy University of Memphis Archives



Photo courtesy University of Memphis Archives

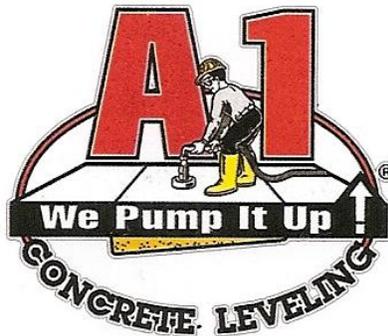




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"Time Ball" on the observatory roof

A "time ball" which dropped down a short pole daily at 1pm on the Royal Observatory roof, still works today. The original purpose was to provide a time signal to ships on the Thames. Today it serves more as a time signal to tourists, showing how times have changed in a world where ships position themselves by satellite.

British Motoring Club
New Orleans
21th Annual British Car Day
Saturday, March 19, 2011

At Delgado Community College
City Park Campus

(Orleans Avenue between City Park Ave & Navarre Ave)

On-Site Registration: 9am to noon

Show: Noon to 3 pm

Awards at 4 pm

All British Cars & Bikes Invited

Spectators Welcome

(No charge for spectators!)

For more information contact:

Rick Huber (225) 926-6946

Karen Murray (504) 236-7509

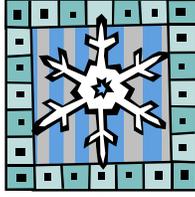
Cathy Greensfelder cgreensf@cox.net

Visit our web site: www.bmcno.org

Host Hotel: Hampton Inn – Elmwood

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(Ask for special BMCNO \$99 rate, code “BMC”, available until 2/26/2011)



You're Invited to the
KANSAS CITY TRIUMPHS HOLIDAY DINNER
 Saturday, December 11

Social Hour 6:00 PM, Dinner 7:00 PM
 Smokehouse Bar-B-Que
 7121W. 135th Street
 Overland Park, KS 66223

(From 135th & Metcalf, head south on Metcalf, take first right.
 Smokehouse is just west of the gas station.)

Despite an increase in the tax rate we are able to lower the cost this year to \$30 per person!
 This includes an entrée, one side dish, house salad, roll, one side dish & coffee, tea or soft drink.
 Please indicate your choice of entrée and one side dish below.
 (example: If you want 2 Salmon Salads with Beans, put a "2" in the * box.)
Reservations with payment must be received by Thursday, December 2.

Name(s) of attendees: _____

	Hickory Pit Beans	Coleslaw	Cheesy Corn	Fries
Babyback Ribs & Burnt Ends				
Babyback Ribs & Chicken Breast				
Salmon Salad	*			
Chicken Salad				

Total # Entrees _____ x \$30 = \$ _____ enclosed.

Detach this form & mail with check payable to "Kansas City Triumphs" to: Cynthia Yin
 9726 Chadwick Dr.
 Overland Park, KS 66206

Questions: cyin.2000@yahoo.com or 913-642-1769

Going nowhere fast

There I was, after work, in the parking lot of CVS on Main and 40-something and just having picked up a couple of bottles of wine. Beautiful weather and the MGB promising to zip me right home to relax, I rather (smugly) jump in. Turn the key and it tries to run, but no fuel to sustain it. Again, and again, and again, and finally seems to run long enough to get to the parking lot exit before it dies again! Oh, boy, could be a long trip home. By the time I got to 48th Street and something (in front of Bo Ling's), I suddenly realized that trying to drive this car home in traffic would be purely suicidal... *call AAA!* (And, in the process I met a very nice young family man who takes care of his kids, appreciated his load, and graciously instructed me on Sterling trucks.)

A few days later, after studying the situation, replacing the fuel pump and two filters, pulling and reviewing the works from the tank, and pondering the Weber conversion gracing my particular car, I continued to have problems with what I perceived to be *fuel pressure drop* when decelerating or coming to a stop. I experimented more, asked some questions here and there, worried about *proper* fuel filter (74 microns vs 20 microns) possibilities and... went to the library. I found a book on carburetors which I could have used when I was 20.

I do not pretend to be an expert on fuel systems, but then, I have been successful in doing quite a lot with fuel over the years without this book. But, I want to recommend that novice and veteran alike take a look at this, because these guys tell it in plain English and with plenty of photos. They talk about the American standards (Holley, Carter, Rochester, et. al.), but also a great section on the S.U. and the Weber (DCOE/IDA) as well as some others. But the BEST thing is *they talk about theory and design* in such manner as to remove data questions lost

in a guy's mind, AND to allow for systematic review of the systems to decipher a problem being encountered.

Some things I learned (and you already may know all this stuff) include: 1. Not all gasoline is created equal; 2. There are far more variables in making an engine run than we might conceive; and 3. alcohol (ethanol/methanol) added to fuel does not make it burn better.

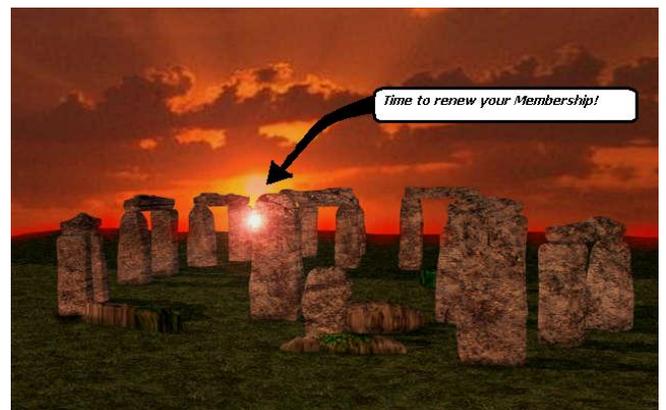
I believe that I am much closer to eliminating my operational problem now than before. I think I simply reached a perfect storm of several factors (pump, idle circuit, and fuel), but I won't bore you with those at this point. I just want to pitch this book, and vigorously recommend it to any and all:

How to Tune & Modify Carburetor Performance

by Forbes Aird and Malcom Elston

Motorbooks PowerTech Series © 1997

David Francis



~ ~ ~ ~ ~



Here is a picture of a shoe that I saw at a shoe store in Kansas City, MO the other day. I think it was Famous Footwear. My wife drug me in there to get new shoes because she said my old grass-stained tennis shoes were an embarrassment. I just happened to notice a shoe called Spitfire so I had to snap a picture of one. I didn't see any claims that this shoe would make you run as fast as a Spitfire or that they were a Triumph to own but I also bet that yu can successfully use them at night, and that they will not leak oil or other fluids!

Kenny Wymore



Newspaper Box in Amsterdam

Chip



LBC sighting in Amsterdam –

Chip

KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

October 7, 2010, 5:30 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

Jack Edwards, Ed Blend, Bob Aguilar, Paul McBride, Gary Davis, Steve Boyce, Chip Kiger

Old Business:

1. **Secretary/Treasurer's Report:** September 2nd meeting minutes and Treasurer's report were approved by the board.
2. **Newsletter Name Contest (New front page design – Chip):** No report at this time.
3. **Art Contest Cards Budget:** Cards not printed yet.
4. **Constitution & By-Laws:** Discussed whether terms of Board members should be 2 yrs or 4 yrs. Need to table at this time and present to membership at Planning meeting. Chip to put Constitution & By-Laws on web site and to feature an article in the newsletter.
5. **KC All British Show:** Successful turnout, nothing further to report.

New Business:

1. **Schlitz Promotion:** Ed is to draft a thank you letter to the Schlitz Man and forward to Bob to put on Club letter head with Jack's signature.
2. **Revise Constitution & By-Laws:** See item 4 under old business.
3. **Promoting Banquet:** Ed & Cynthia Yin will work on setting menu.
4. **Renewal Reminders:** Chip is ordering 250 renewal reminder cards and will have them shipped to Bob's. Bob will make mailing labels and send out to those members who have not renewed.
5. **Armarcoast Museum (Studebaker factory in Grandview):** Steve asked if there was interest in attending. He will solicit members at dinner tonight. If there is interest we will go to museum with MG & Corvair Clubs.
6. **Finding New Members:** Gary suggested that we go through All British Car Show registrations to find Triumph owners but not club members. Then we could send those folks membership information. It was suggested that we identify one of our club members that was on the All British Car Show committee to take this action.

Meeting was adjourned about 6:30PM

Bob Aguilar

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Treasure's Report 10/31/2010

COMMERCE CHECKING BALANCE 1/1/10 \$2,194.07

INCOME

Advertising	\$90.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$390.00	
Membership Dues, Renewal	\$875.00	
Other Inc., Grill Badges	\$54.00	
Other Inc., Raffels	\$289.50	
TOTAL INCOME		\$1,698.50

EXPENSES

Administrative Supplies	\$48.44	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$200.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$25.00	
Entertainment	\$485.10	
Gifts, Awards	\$86.85	
Gifts, Misc	\$66.98	
Insurance	\$150.00	
Misc.	\$110.77	
Newsletter	\$79.92	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$65.00	
TOTAL EXPENSES		(\$1,358.06)

COMMERCE CHECKING ENDING BALANCE
10/31/10: \$2,534.51

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 10/31/10: \$2,569.51

WEDGE WORDS Part II

2010 KCMGCC's FAT Run begins tomorrow and today I'm finishing preparations. Despite the forecast of showers I have decided to take our Midget on the weekend of roaring along twisty roads instead of our TR8. The 8 is more comfortable and roomy and of course has more power. But the challenge of driving a slow car fast seems like more fun this time. I've got the car with its somewhat modified 1500 engine that the MG folks borrowed from the Triumph Spitfire when that was cheaper than making the old 1275 meet US emission standards. With more compression, a better cam, few smog devices, and twin carbs it has enough power to be interesting. And with the overdrive borrowed from a Spitfire like the factory should have done but never did, it cruises easily at all legal highway speeds and then some. Since all the modifications and maintenance have been done by the same ham fisted mechanic wanna be, me, the car always seems to have issues. Except for a twisted axle and a badly blown head gasket, it has always managed to get us home under its own power.

Lately I've been chasing a stumble and miss that I of course thought was fuel related. But when I put the light on to check the timing I saw that was very erratic and the car actually had the problem at home in the garage. Ignitions are electric and mine has been electronic for a number of years. Electrical problems in our cars are almost always due to corroded connectors or bad grounds or "faulty earths" as the Brits call

them. What I found was that the electronic pick up module inside the distributor cap wasn't screwed tightly to the breaker plate. So I tightened those two tiny screws which also provide a ground and the improvement was just shy of miraculous!

I also decided it was time to go under the car to lube the suspension and check things out. I had last looked after this area last Spring before we took the trip to Ontario so 5,000 or more miles back. The engine front crank seal was still leaking sufficiently to keep the bottom side of the car from rusting. And that meant there was still oil in the engine. It was almost time for an oil change but I just added a quart to top things off. The differential was still full! I adjusted the rear brake shoes but just one half turn was enough. As I went along I found a few bolts that needed snugging back up. I pumped fresh grease into all the fittings till it pushed the old junk out. I checked the brake master and topped up the clutch master since it was down a tiny bit. The tires needed a few more pounds of air now that the temperatures had cooled off. And finally I decided I better check the tranny. It had been a bit noisier than usual and hadn't shifted quite as nicely as it once had. Being a Spitfire box it had never been exactly a speed shifter's delight. I unscrewed the filler plug and nothing came running out. I pumped in a cup or so and was surprised that still nothing ran back out. So I kept pumping and added probably more than a pint before it was full. I wonder where all

this stuff goes. I'm sure glad I checked before starting one more long hard drive!

So now all I need to do is toss a change of clothing into a squishy bag that will fit in the boot and ice down some beverages in the tiny cooler that will fit behind the driver's seat. Brim the fuel tank and we will be ready to go. Maps, sun glasses, caps, jackets, flashlight, snack bars, sunscreen, phone chargers, etc. are always in the car tucked into every nook and cranny. A few rusty old mismatched tools and spare parts that I will never need like an axle, alternator, distributor, and who knows what all are in the boot along with a spare tire, jack, and lug wrench. In case we want to spiff up the appearance for a car show there are cleaners, waxes, chamois, hand vacuum sweeper, and polishing clothes tucked in there too. No wonder there isn't much room for luggage.

If all goes well we will rack up several hundred more trouble free miles the next two days. The trees should be nearly at the peak of their Fall colors. Not that we will be going slowly enough to see any of them. The only other preparation I should have done but didn't was to go on a crash diet. Food on the FAT Run is always plentiful if not nutritious and I plan to enjoy my share.

Steve Olson

Advertising Rates

Support The Kansas City Triumphs by advertising to a dedicated group of enthusiasts. Advertising is billed annual and prorated through the year

\$80/year 1/2 page

\$40/year ¼ page

\$30 for a business card

Contact [Ckigar@hexnut.us!](mailto:Ckigar@hexnut.us)



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jackhedwards@gmail.com

816/348-0773

The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. Also look for club events listed in the .Fun on Wheels. column in the automotive section of the Kansas City Star. In addition, all club members receive a 10% discount on parts from Victoria British.

Don't have a Triumph or your car or cycle is not a showstopper? Don't worry . we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 eachyear) payable to .Kansas City Triumphs. to:

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

Overland Park, Ks. 66213

913/681-3202

Rgaguilar@aol.com

Name
Spouse
Address
City, St Zip
Phone ()
E-Mail
Car Information
Year Model Commission #

Add additional cars or cycles on the back. We look forward to seeing you!

CALENDAR

Kansas City Triumphs 2010 Calendar of Events

<u>NOVEMBER</u>		<u>DECEMBER</u>	
<u>4</u>	<u>Club Night Out</u>	<u>11</u>	<u>Christmas Banquet</u>
<u>13</u>	<u>Workshop @ Craig's</u>		
<u>23</u>	<u>Harvester's (6:00-8:00)</u>		