

## A SHORT HISTORY OF TRIUMPH PART III

Chapter of the Vintage Triumph Register  
<http://kansascitytriumphs.com/>



# REPORT TO KC TRIUMPH CLUB

SOUTH CENTRAL REGIONAL VTR

WACO, TEXAS APRIL 24-27, 2013



Five members of the Kansas City Triumph's attended the 2013 Regional; CB & Cheryl Harris; Gary Davis; Laraine & Jack Edwards. All three of us had our Triumph's out of order. We promise to have them running next year. Richard and Ann Woody have been regulars the last few years, but had family obligations this year. The Regional started on Wednesday ours will begin on Sunday next year. This is determined by the type of facility used. The Marriott is a business type facility and the Elms is more focused on weekend weddings, this determines the discount they will allow.

It was good to see all the Triumph owners from previous Regionals. We were in the south and the hospitality was everything you have heard! Thursday there was a Breakfast Run; then a Walking and Driving Rally; Autocross Tech Session; Le Mans Start with a Welcome Reception Dinner in the evening. Friday started with a Driver's Meeting; Autocross; Funkhana and ended with Dinner Runs. Saturday began with a Judges Breakfast; Concours Parade to the Zoo; Concours & Participants Choice Show; Walking Rally in the zoo; Happy Hour and the Awards Banquet. Everything was well planned and operated smoothly; the only glitch was with the parade. Waco was holding a marathon race through the park and had blocked the roads into the park. An alternate parade route was selected and the parade started just a few minutes late. Sunday we started home, since we were not in our Triumphs nothing notable happened, BORING!!

*Jack*

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# 2014 REGIONAL PLANNING REPORT

**March 14, 2013** CB & Cheryl Harris's son Bo presented a preliminary flyer, he will revise it when we get him the corrected text, and so we will have a flyer to distribute at the 2013 Regional in Waco. After Bo's presentation the meeting was opened, committee reports were given and budgets were established. We should be able to do registration forms after the next meeting.

I want to apologize for the length of the meeting! I assume all blame, and will do my best to make sure it doesn't happen again! We decided to go back to a monthly meeting instead of meeting every other month. Bi-monthly was causing to large an agenda to handle. I shared Clay Thompson's (VTR Regional Director) compliment on the progress we had made on our planning.

We had to move to Paul & Jack's in NKC, and will meet there until further notice. Birdies couldn't reserve use of the large room for our meeting. We have had very good attendance at each meeting and the chairmen of the committees are doing a great job. Feel welcome to come to a meeting; we need all the groups help in holding this event. Paul & Jack's are located at 1808 Clay, in NKC.

**May 9, 2013** at Jack & Paul's in NKC. The meeting began at 6:30pm with a report from the chairman on the 2013 Regional in Waco; the minutes were approved as written the treasurers report was given by Jack, Bob was excused. We have a balance of \$265.50 after paying \$500.00 to The Elm's to reserve our dates. All funds so far have come from the 50/50 raffle, please keep trying!! Jack has found there are no seed funds from VTR for the Regionals.

Early registrations will have to be used for seed money. Early registrants will be entered in a drawing for one night's stay at the Elms. There will be 6 one night stays awarded; you will have to register by Jan. 1, 2014 to be eligible!

We now have complete plans for the Banquet; autocross location; the band was approved, it would have been hard not to accept them, Craig Simon offered for his band, Simply Weasels to appear free. You can hear them on their web-site [simplyweasels.com](http://simplyweasels.com). Security is being provided by the Excelsior Springs Police Department; a tentative speaker has been contacted and we should know by our next meeting, June 13. We will be meeting at Jack & Paul's again starting at 6:30. We will have registration forms on line by mid-June & in the next newsletter.

*Jack*

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Garage space available to store your LBC in  
the vicinity of 155 Street and Nall, Leawood,  
KS.

Contact Bob Aguilar for details, 913-681-3202.



## Lake Garnett Grand Prix Revisited



Start taken from timing tower. -- Ted Goddard

### October 12, 2013 Itinerary

11:00 – 1:00 ..... Covered dish picnic  
1:00 – 3:00 .....Gimmick Rally (Exploring Garnett)  
**3:00 – 4:00.....Driving the course (Track closed for our use)**  
4:00 – 5:00 .....Parade and public viewing on the square  
5:00 – 6:00 .....Happy Hour  
6:00 .....Dinner available if desired

**Historical note:** From the late 50's to the early 70's the SCCA sponsored a Grand Prix Race around the north lake of Garnett, Kansas. Drivers, such as Carol Shelby, Jack Hinkle, Jim Hall, Dr. Ross Melgard, Don Yenke, many others, drove here. The track was under consideration as the future sight of the U.S. Grand Prix. Other than raising the spillway, the track remains as it was originally.



## Triumphs at the Van Till Farms

The Van Till Farms tour was a fun event. Twenty eight members took part in a scenic drive across Clay County to the winery. There was a good showing of British cars even though the weather had been threatening rain all day. The food was very good and I saw bottles of wine leave with several club members. Richard and Ann Woody



## WEDGE WORDS

Recently on a cold rainy day I made the trek to Lenexa, Kansas to pick up some parts that I had ordered. There wasn't a lot of traffic on my 25 mile route so I had some time to think. And I began to ponder whether anyone else had ever noticed the good job "Counter Bob" has been doing. I've never seen him show any irritation with customers though some of us probably make demands that are totally unreasonable. He is always cheerful and friendly without being overly chatty. He has work to do and doesn't really have time to listen to whatever long winded tale you might think is utterly fascinating. He is quick to get your parts and knows the ins and outs of the computer system and so in less time than it takes you to read this paragraph he has you headed home to install those new parts.



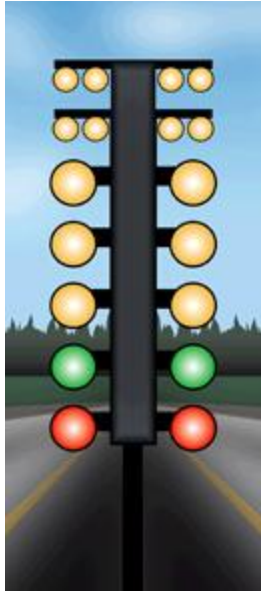
For those of us who shop locally, the City Counter person is the face of Victoria British. A great deal of our satisfaction as a customer (or lack thereof) is established during that 2 or 3 minutes in the showroom. We don't get to see all the folks who develop and acquire all the products, or the folks who create the catalogs, or all the folks in Information Technology that make the inventory and billing systems work, or the warehouse workers that stock the shelves and pick our parts, or the management team that make the decisions about which parts to carry and how much to charge us. We pretty much just see Bob.

Back before my time with British cars I am told that Leo Long got started selling parts himself out of the basement of his house. Back then he was the company's face to the customers and most of those other functions as well. But soon the company grew and he settled into the corner office and had people to do things that needed doing. He did sometimes participate in our club's events but those times got fewer as his Long Motors Company grew. There must have been moments when he wished he could get away from his corporate responsibilities and still be just Leo driving and working on cars with other car nuts. But I'm sure most of the time he enjoyed being Mr. Long.

The huge collector car and truck parts supply business that he built has always been supportive of our clubs and their deep pockets have generously helped fund car shows for decades. I can't imagine how many less of our beloved cars would be on the road today without the supply of parts they provide at competitive prices. Mr. Long is no longer with us so we can't directly tell him thank you. But we can say "Thanks Bob!" when we pick up our parts.



## WEDGE WORDS II



Ignition timing is an important part of getting the best performance and fuel economy from our cars. I do not claim to be an expert but I have had some experience and have read a bit on the subject and here are is the short version of how I approach the subject.

You would think that the optimum time to set off the explosion of the fuel/air mix would be when the piston is at top dead center. You would then be wrong. We don't get an explosion, we get a very rapid burn and it would be nice if that continued until the piston had traveled all the way down to the bottom of the cylinder. At very low RPMs this might almost happen. But at say 3000 RPM when you are cruising down the highway each cylinder is firing 1500 times per minute. If you don't start the burn earlier than top dead center then the piston will already be near the bottom of its travel before the fuel

burn gets going. Raw gas will be pushed out the tail pipe and very little power will be delivered. You need to get the burn started well before top dead center.

The burn rate is pretty much the same all the time. Well a lean mixture makes it a bit slower but only just a bit. But the time it takes the piston to go from top to bottom depends on the RPM. So we need to vary the timing. Early cars had a lever usually on the steering wheel to advance or retard the timing. The driver had to make the adjustment manually. Modern cars have computers to check conditions and adjust the timing many times each second. Our cars don't have manual levers or electronic computers but they do have mechanical and vacuum advance mechanisms. We just need to make sure these are appropriate for our engines and our driving preferences.

Mechanical advance is a part of the distributor and has weights and springs that operate by centrifugal force. The parts often rust or get gummed up so they can't move. Springs loose some of their tension after years of stretching. And many of our engines have been modified at least slightly so that the factory settings are no longer optimum. I'm not clever enough to select weight sizes and spring tensions and maximum travel settings. I decided to let Advanced Distributors do that for me based on my description of my engine. I think the did great.

Vacuum advance units tailor the timing to match the load conditions the engine is working under. When the throttle is open and the engine is under heavy load there is very little manifold vacuum so the vacuum advance is doing nothing. Under light load with the throttle mostly closed there is high vacuum (and a lean fuel/air mix) so the

timing gets advanced even more so that lean mix has time to fully burn. This is a great way to improve fuel economy. Again I let the experts pick how much advance to let the vacuum unit make and how soon to make it.

Many of our cars were made during the late 60's and 70's when emission laws were just getting started and auto makers were trying to meet those regulations as cheaply and quickly as they could. One thing they did was to replace the vacuum advance unit with a vacuum retard unit. So you got no vacuum advance benefits at all. The vacuum was sourced from a port on the carb where vacuum was only present when the throttle was totally closed down in the idle position. The result was less emission at idle which was good but also lousy performance and fuel economy when cruising which aren't things most of us like. If your car has this setup still there is an opportunity for much improvement.

So how do I adjust the timing no matter whether I have a new distributor or an old stock one? Well at idle I don't care as much about peak operation as I do at speed. So I remove the vacuum line from the dizzy and plug it off. Then I rev the engine till the mechanical advance is maxed out, 4000 RPM is sure to do that. Then I set the timing at 32 degrees before top dead center using my set-back timing light. Yes that seems like a lot especially when you may have a vacuum advance that can add several more degrees of advance on top of that. But trust me enough to try this. If your engine pings a bit under very heavy lugging then back off the timing a couple degrees or buy higher octane gas. If it doesn't ping and you like the performance and fuel economy then try adding a couple more degrees of advance. I find 32 degrees to be where most of our engines do their best.

It costs only a bit of your time to experiment with different timing settings. And a very nicely rebuilt distributor customized for your engine won't set you back more than about three hundred bucks. You might save that much in fuel cost over the next few years plus the extra performance will put a bigger grin on your face. [www.advanceddistributors.com](http://www.advanceddistributors.com) is the site where I ordered my distributor and there are several other sources.

## WEDGE WORDS III

Why were some Triumph models successful in the market and some others not so much? Price and performance in comparison to what other car makers of the period were offering explain the logical buyer's choice. Advertising success or the lack thereof greatly influenced the emotional side of the decision. And here in the USA we get a distorted perspective of a model's success. The Stag kept selling long after it was withdrawn from our shores. Better advertising might have saved it and why didn't they use the available, tried and true Rover V8 instead of the home



Actually big sales numbers don't totally define how a car is perceived. The TR7 outsold any other TR but it is mostly unloved. The early ones were built on the cheap using transmissions, brakes and differentials found in the parts bins designed for cars that had much smaller engines. Fit and finish were spotty at best. So the car got off to a bad start and even when those problems eventually were corrected there were few customers lining up to buy. The engine, half the V8 used in the Stag, was said to be a poor design with bad overheating problems. Strangely Saab used that engine for many years with no bad reputation for engine problems. The TR8 looked too much like the TR7 with different decals so the bad reputation undeservedly followed.



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most. Therefore fuel injection seemed like a Godsend. The TR5 was quick, smooth and lost only a little in the handling department. The TR5 must have cost a lot more to produce than the TR4 and since it looked nearly the same it was tough to find customers willing to pay the extra. Then the really bad news came, the injected cars didn't meet US emission standards. So the rest of the world got the TR5 and we got the TR250 with twin carbs and less aggressive tuning.

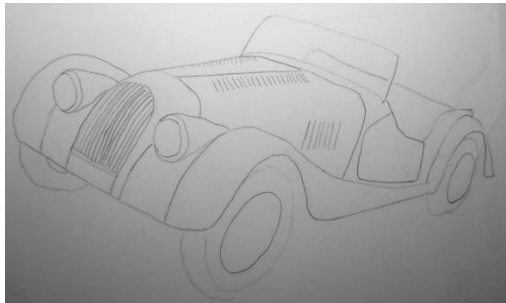
The TR250 delivered its power at lower RPM than the four cylinder and did so more smoothly but road testers for all the magazines compared it to the existing TR4 and found it wasn't appreciably faster in any category. Most potential customers didn't do a side by side test drive, they just read the magazines and decided not to spend the extra money for the extra cylinders. Funny thing is the TR6 that quickly replaced the TR5/TR250 was almost the same drive train wrapped in a new skin and everyone loved it.

Today these less successful TR's are bargains. And today fixes are available to correct whatever mechanical shortcomings they once had. Too bad perception in the marketplace isn't something that can be as easily rectified. Note to future car makers: make the media car testers happy! Offer them cars that are hotter than stock. Wine them. Dine them. Give them cars for personal use. Bribe them with cash if you have to. Once they print a single bad word about a new car, it will never recover.

*Steve Olson*

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## Design and Build an LBC



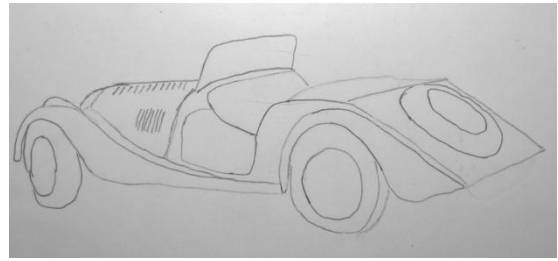
Having restored several British marquees, I've been looking for a new challenge and a way to use lots of leftover parts. I also have this belief that the extreme complexity of late model cars is driving out the hands-on involvement in future vintage cars that we all enjoy. So, I've set a challenge for myself to create a brand-new, authentic, Little British Car.

I've owned and restored, to varying degrees, a TR3A, TR4, Spitfire, MGA, MGB, MGBGT, Austin Healy 3000, two XKEs and a stray MB 190 SL. Fearlessly but ineptly I've tackled engine rebuilds, electrical, upholstery, rust repair, frame welding and body work. Sheet metal fabrication and painting are new challenges but why not try?

The basic plan is to replicate the look, feel and simplicity of a 50's vintage LBC. But how do you make it authentic? If it were designed to be all steel with off-the-shelf LBC components and assembled on a Triumph chassis would it be authentic? If it had absolutely no safety features or roll-down windows would it be authentic? If it were as simple to maintain as a lawn tractor would it be authentic? Close enough for me! A unique body design is a challenge but consider the early 50's classics. Other than curvy fenders, most of the sheet metal bodies consisted of two dimensional bends. Panel fit could only be

described as crude. Fender bead compensated for a lot of poor craftsmanship. That can't be hard to duplicate today.

By combining design elements of an MG-TF, TR3 and Morgan Plus 4 the end result is intended to look like the quintessential British roadster. I've not yet decided on the frame for the body tub. MG-T's and Morgans have intricate Ashwood frames. Custom sports cars are often build over complex steel tube space-frames. Given my low skill level and short attention span, I'm planning to go with sheet metal glued to MDF. Not authentic, but achievable. Who cares about what you can't see! Fenders are critical and a complete MG-TD set have been acquired for-cheap on e-bay. TF fenders would have been preferred but the price was out of reach. A TR3 scuttle and windshield are also lined up for the project. In keeping with the best of British tradition, the dash board will be crafted from hand-rubbed exotic Pinewood. The rest of the interior will be fine Corinthian leatherette.



Many more parts are needed and the biggest source will be my own TR4. It's nicely restored and fully operational. It recently made the trip south to Gary Perry's wonderful shop in Stillwell. Blasting down Hwy 69 on a very windy day was a delight! But having been to many shows, both here and in its original Sweet Home Alabama, it has yet to win an award. So it will become a donor. I plan to lift the body off and use the complete chasses. If the project is a success, I'll restore a second chassis, but for now, I need to stay focused on body design. Budget is also a consideration. I'm open to suggestions on how to spare the '4. If another rolling chassis with drivetrain were available at a reasonable price, I would be all ears.

I'll try to chronicle progress in this newsletter. I'm taking a risk by publishing this, but making it public may force me to continue or even complete the project. Love to hear your comments, ridicule or parts donations.

*Ed Curry*

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# Spring Tune Up

May 11/2013

Saturday May 11 dawned beautiful, but a little cold and it really did not warm up much the whole day. However, we still had the tune up at Garry Perry's garage. We did have a decent turn out as the photos will show. At least ten cars. I apologize, but I did not think to count them until I had left.

Again, thanks to Garry for the use of his garage and supplying lunch for the attendees. Many of us used his lift, and Garry had a screw that I have been looking for, for a time now.

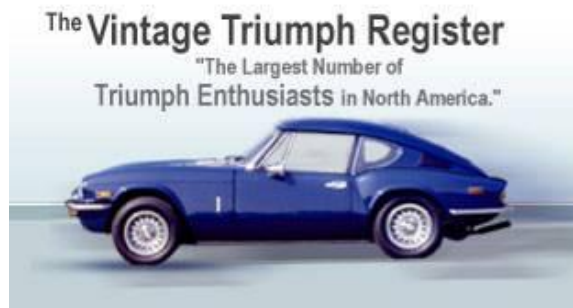


One thing I did notice, how nice it is to see members helping other members with their cars. I also apologize for not being more specific, next outing I will take notes and publish much more. Somehow I get so taken with the event that I don't do some of the things I should, like remember things.

Anyway, thank you all for participating and making this event a success.

*Edward Blend*

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Membership forms and all the benefits of membership are online at <http://www.vtr.org/>

## Club Officers 2013

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Annual Dues are \$30.00 To Join, Pay Dues or for an Address Change, Please Contact:  
Bob Aguilar  
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Overland Park, KS 66213

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ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)  
<http://kansascitytriumphs.com>

Kansas City Triumphs Sports Car Club  
Treasury Report  
01/01/13 to 05/31/13

	<u>Year To Date</u>	<u>Current Month</u>
COMMERCE CHECKING BALANCE 01/01/13:	\$3,497.05	
INCOME		
Advertising	\$60.00	\$60.00
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$150.00	
Membership Dues, Renewal	\$390.00	\$30.00
Other Inc., Donations	\$0.00	
Other Inc., Grill Badges	\$0.00	
Other Inc., License Plate Frames	\$0.00	
Other Inc., Raffels for Charity Donations	\$0.00	
Other Inc., Raffels for Regional VTR Seed Money	\$306.50	\$35.50
TOTAL INCOME	\$906.50	\$125.50
EXPENSES		
2014 Regional VTR, Hotel Expenses	\$0.00	
Administrative	\$39.19	
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$179.26	
Gifts, Awards	\$0.00	
Gifts, Misc	\$0.00	
Gifts, Name Tags	\$130.47	
Insurance	\$200.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$0.00	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES	(\$548.92)	\$0.00
INCOME - EXPENSES:	\$357.58	\$125.50
COMMERCE CHECKING ENDING BALANCE 5/31/13:	\$3,854.63	
CASH BOX	\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY 5/31/13:	\$3,889.63	



Less than a year away—the 2014 VTR at the Elms



## Squealing tyres at the VTR





## Triumph Register National Convention, Oct 2-6, 2013



The Triumph Travelers Sports Car Club is hosting a combined Triumphest and Vintage Triumph Register National Convention, October 2-6, 2013. This event will be based out of the Embassy Suites Hotel in San Rafael, CA. Plenty of fun-filled activities will include traditional Triumphest events and the VTR events, and include a Time-Distance-Speed Rallye, and a Concours D'Elegance at the exclusive San Francisco Yacht Club. An autocross, Funkhana, and Le Mans Start will be held at the Sonoma Raceway (formerly Sears Point). Added bonus: Napa/Sonoma Wine country, Marin coastal beaches, and San Francisco are all a short drive from hotel.

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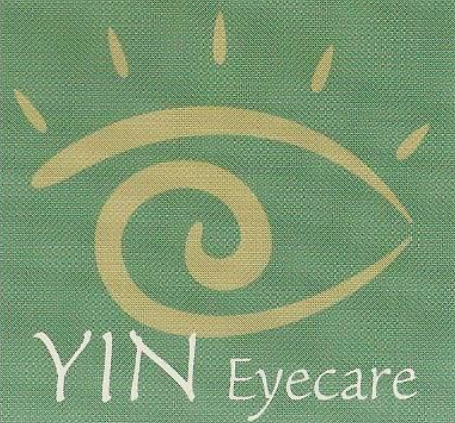
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# TRIUMPHEST

Triumph Travelers  
Sports Car Club  
VTR National Convention

# 2013

Greater San Francisco Bay Area

October 2 through 6, 2013

**Events:**

San Francisco Driving Tour  
Sonoma Raceway Autocross  
VTR Concours  
Hospitality Party  
Funcours Car Show  
Funrallye  
Awards Banquet  
Triumph Vendors and Regalia


**Contacts:**

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krgibbon@volcano.net  
Cregg Cowan  
(650) 966-8651  
cregg.cowan@sri.com  
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## A Short History of Triumph Part III:

- *From Glorias to Bombs 1934-1940*

In 1933 Claude Holbrook, the managing director of Triumph, began to assemble an impressive staff who would develop the **Gloria** line of Triumph Cars. Styled by Frank Warner, they are in my eyes the prettiest, most elegant and well proportioned Triumphs ever produced. Donald Healey joined from the Riley Company and had a major impact on the sporting quality and engineering.

Glorias were produced from 1934 to 1938 and came in all manor of coachworks: 4 and 6 window saloons, tourers and coupes. The more sporting varieties were given second names: Vitesse (tuned engine and chassis), Monte Carlo (rakish 2/4 tourer), Southern Cross (2 seater based on the Monte Carlo). They were genuine British sports cars of the time, and won their share of rallies and trials.



All Glorias were powered by Coventry Climax designed overhead intake and side exhaust 4 & 6 cylinder engines. They were well equipped cars with permanent jacking systems, windscreen washers, self canceling turn indicators, tachometer, clock and optional metallic paint. Other options

included a quick release gas cap, reversing lamp and adjustable shock absorbers (or

as the British say “dampers” ). The Gloria motto “SMARTEST CARS IN THE LAND” was not so much hype as fact. In the mid-price range they were exceptional motorcars, and the Classic Car Club of America (CCCA) voted the six cylinder Gloria - classic member status!

The motorcycle business was sold off in 1936, an irony because it became a huge success whereas the motorcar line never escaped indebtedness. In fact by 1937 the Triumph Motorcar Co. was in deep financial trouble. With tenacious optimism they introduced a new line of cars named the **Dolomite**, after an Italian mountain range. Unfortunately the Glorias were gradually phased out.



New Triumph overhead valve engines designed by Donald Healey powered the Dolomites. The engines were accompanied by a new 4 speed synchronized transmission. They were handsome looking cars with the exception of a bizarre “waterfall” grille that resembled the American Hudson or Chrysler. It caused such a unpleasant reaction by the British press that Triumph hurriedly offered the **Continental** - a Dolomite with a conventional nose. Perhaps the most desirable late 30’s Triumph was the 37-39 **Vitesse**. It was much like the classic Gloria but with the new engine and transmission.

The knowledgeable Triumph history buff will recognize that I have yet to mention the most sensational Triumph ever made: the double overhead cam straight 8 supercharged 1934 Dolomite created by Donald Healey. It was a sensation because of its looks,



1935 Triumph Gloria  
Southern Cross



specifications and potential. As an influence on the success of Triumph it was a complete flop! Only 3 of the roadster prototypes were made ( no production - no sales). The supercharger was soon discarded, the huge brakes didn't work, and it was not a success in racing or rallying. In retrospect, it was a rather obvious attempt to copy the Alfa Romeo 8C 2300, and Healy was never enthusiastic about discussing the car or the situation. The cars were soon sold off by the factory and rebodied by the new owners. They disappeared in the 50's but 2 have reappeared and one in a beautiful restoration documented in " Road & Track", Feb. 1986.



In spite of the beautiful Glorias, the sports models and the dependable well appointed Dolomites, Triumph could not survive the world economy and their own poor management. The final Triumph before bankruptcy, receivership, and World War II, was the

**Triumph 12**, a cheap Dolomite with restyled fenders, trunk and a square radiator. Only 50 were made and 3 have survived. Approximately 4,000 Glorias and 7,000 Dolomite Vitesse and Continentals were produced....not enough to realize a profit.

In the summer of 1939 Triumph Motor Co. was sold to Thomas Ward & Company. Hitler entered Poland and the war was on. Soon the British government purchased some of the old Triumph Works for war production. On November 14, 1940, massive German bombing destroyed what was left of Triumph. Spares were bulldozed into rubble or sold as scrap. Triumph was literally buried!

Some photo credits: Gary Davis & Paul McBride

Next installment: **The "Standard" Rebirth and Success 1944-1953**

*-Paul McBride\**

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Congratulations to the Graduate!



Nolan is Jack and Lariane's 2nd teenager to graduate from High school. Nolan is Frank & Teresa Wright's son.

*PRATHER RACING'S*

## **ANNUAL PICNIC AT THE RACES**

THIS YEAR THERE WILL BE VINTAGE AND SCCA NATIONAL RACES

SUNDAY, JUNE 2, 2013

HEARTLAND PARK TOPEKA

Qualifying will start at 8 am

BE THERE EARLY! 11 AT THE LATEST!

THERE WILL BE A DRIVE AROUND THE  
TRACK AT NOON AND WE WILL EAT AFTER!!

WE'LL PROVIDE THE MAIN DISH.

PLEASE BRING A SIDE DISH, CHAIRS,  
AND YOUR FAVORITE BEVERAGES.

MAKE SURE TO DRIVE  
YOUR FUN 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.

*PLEASE LET KATHY KNOW IF YOU ARE COMING*

*BY MAY 20TH PLEASE!!*

[kprather@ksbroadband.net](mailto:kprather@ksbroadband.net) OR 785-836-2265

NEW PARKING SPOT THIS YEAR!!

WE'RE GOING TO BE TO THE RIGHT AFTER  
YOU COME THROUGH THE TUNNEL!!

# 2013 Event Calendar

June					
<b>2nd</b>	Prather Racing	8:00AM		Heartland Park, Topeka	See flier sent on May 10th
<b>6th</b>	Club Night out	6:30 PM		Birdies	2nd Thursday because of July 4th
<b>7th &amp; 8th</b>	MG Regional Car show			Independence, MO	
	June 7th Free BBQ	5-8 PM			See web site for details
	June 8th Show	8AM-3PM			
<b>13th</b>	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
<b>21st</b>	Art of the Car	All Day		KC Art Institute	
<b>TBD</b>	Brunch at the Elms	?	Jack Edwards	Excelsior Springs	Jack will set up details
<b>27th</b>	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
July					
<b>11th</b>	Club Night out	6:30 PM		Birdies	2nd Thursday because of July 4th, if agreeable
<b>13th</b>	Harvesters	10-12 AM	Jack Edwards	Harvesters	
<b>13th</b>	Boulevard Drive In	7:00 PM	Steve Boyce	Merriam, KS	
<b>18th</b>	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
<b>25th</b>	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
<b>26th &amp; 28th</b>	Carthage Show			Carthage, MO	More details later
August					
<b>1st</b>	Club Night out	6:30 PM		Birdies	
<b>8th</b>	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
<b>29th</b>	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
September					
<b>1st and 2nd</b>	All British Car & Cycle Show	?	Ed Blend	Zona Rosa	Ed to fill in details
<b>5th</b>	Club Night out	6:30 PM		Birdies	
<b>7th</b>	Fall Tune up	8:00 AM	Garry Perry	Garry's Shop	7755 W. 197th St., Stilwell, KS
<b>12th</b>	VTR Regional	6:00	Jack	Paul & Jacks,	

	Planning Meeting		Edwards	NKC, MO	
21st	Bar-B-Q	5:30 AM	Ray Overton	Ray's House	13013 W. 101st St; Overland Park, KS
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
October					
3rd	Club Night out	6:30 PM		Birdies	
4th & 5th	Brits in the Ozarks			Fayetteville, AK	Bill W 479-363-2168, Doug S 479-636-9172
5th	Lawrence Antique Auto show	?		Lawrence, KS	Usually at the Douglas Cty Fair Grounds
10th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
12th	Rally/Picnic, Garnett Racetrack	?	CB Harris	Garnett, KS	CB to set up times meetings, etc.
24th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
?	KCMGCC, Fat Run	?	Steve Olson	?	Actual date to confirm either 19-20 or 26-27
26th	Chili Supper	5:00 PM	Woody Underwood	Woody's House	1218 West 61st St. K.C. MO 64113
November					
7th	Club Night out	6:30 PM		Birdies	
14th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
26th	Harvesters	6 PM to 8 PM	Jack Edwards	Harvesters	
	Board Meeting	No Board Meeting, Thanksgiving			
December					
5th	Christmas Banquet	6:30 PM	Cynthia Yin	Wil Jenny's	Starts with a Happy Hour
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
2014					
January					
9th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
11th	Planning Meeting	TBD	Ed Blend	TBD	



DO YOU LIKE  
**TRIUMPHS?**  
JOIN THE  
KANSAS CITY **TRIUMPHS** SPORTS CAR CLUB!

Club Director

Ed Blend

[edblend@sbcglobal.net](mailto:edblend@sbcglobal.net)

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 119<sup>th</sup> Terr

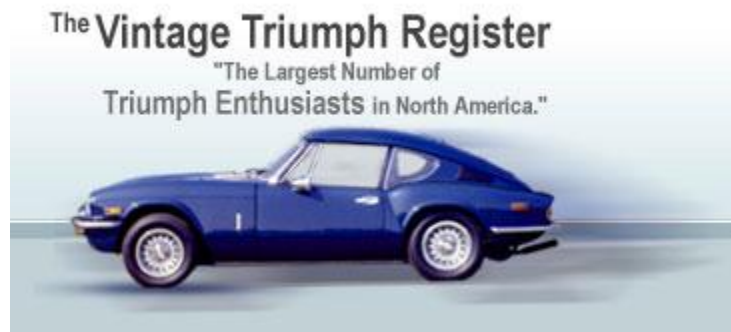
Overland Park, Ks. 66213

913/681-3202

[Rgaguilar@aol.com](mailto: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!



Membership forms for the VTR are online at <http://www.vtr.org/>