



Volume 36—Number 3 August 1, 2014

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2014 South Central VTR Donates \$6,500 to Harvesters at Birdies



Jack Edwards, Committee Chairman, presents check to Harvester Representative Laura Marshall .



Some of the 2014 South Central VTR Committee in attendance & Laura Marshall, from Harvesters.

Directors Drippings

What a great weather week, drove the Spitfire a number of times. It was my birthday recently and my daughter, son-in-Law, and three fabulous grandkids along with some friends took me to a German restaurant in Paola, KS for dinner. It has a really creative name, Beethoven's #9 right in Paola's square. It is really a great place with wonderful food and wait staff. The most memorable part was that I drove the Spit down. It ran the best it ever has, finally getting her the way I want. And, what a great drive, around 72 degrees going and 65 coming back, perfect or what?

I think now we can finally say the VTR is over. At our July Club Night Out we handed over the net proceeds of the event, a \$6500 check to Harvesters. We had a good crowd on hand to witness the proceedings. Again, the committee did an exceptional job. All members contributed with new ideas, hard work and commitment. Our chairman, Jack Edwards and his committee, spent 18 months planning and turned a vision into reality this last April.

On June 27th we had a club function at the Holy-field Winery planned and executed by Larry Taylor. I have an accompanying article in this newsletter. At the moment we do not have an event planned for August; I will try to come up with some impromptu function on a Friday that may be fun to attend.

Please do not forget the All Brit coming up on Labor Day weekend. Please see the All Brit website, www.kcallbritish.com for registration and shirt order information. Please do not miss this event. In September there will be the Brits in the Ozarks and "Movie Under the Stars". For time and location refer to our calender.

Well, I can't seem to think of another thing to say, so to conclude have good day to all and happy, safe motoring.

Ed

Holy-field Winery

June 27th

The weather turned out wonderful after an early evening thunder shower put a damper on things. I was watching Lezak's Channel 41 weather right up to the time I left the house. He kept saying wonderful weather with just a small shower in the North West part of town. On his map right over Basehor was a really dark cloud. At the last Minute I decided not to take the Spitfire. Well what a good guess, just before arriving at Baeshor the sky opened up and it poured for about three minutes.

The little storm notwithstanding it turned out to be a wonderful evening, good company, good wine and a really good band. I think it was "Maria and the Mexican" two great sisters with Anglo/Mexican ancestry perfect Spanish and English and a great repertoire of music from Mariachi to Salsa to Rock. Very easy to listen to and watch.



Sixteen of us attended and many brought wonderful snacks to share. Check out the photos in this issue. I want to thank Larry and Linda Taylor for setting up such an enjoyable evening. Irene and I stayed to the very end.

Ed



WEDGE WORDS

As owners of old British cars we have become spoiled. Unlike in the days when our cars were only a few years old and parts were a bit difficult to source, we now expect to easily find every single component, nut, bolt, and washer to be readily available at a modest price from any one of several mail order sources. We no longer need to scour the scrap yards and parts swaps looking for some part we need that might be in slightly better condition than the worn out one we have. Just a couple clicks online and in a few days the part is delivered to our door steps. We are spoiled! Even if we whine about the lack of quality and the cost, we know we can get whatever we need.

Well it has now become clear to me that that is not quite always true. The TR that sold in by far the largest numbers is the wedge shaped TR7 and its close cousin the TR8. It is also the youngest of all TR's so you would expect no problems finding parts even if no new cars have been made in more than 3 decades. But recently I discovered that this is not the case.

My TR8 is a driver, not a museum piece or a trailer queen. I drive it and so things eventually do wear out. Years ago when I first bought it the seat covers were faded, stained, and rotten. So I coughed up the nearly \$400 dollars and bought replacement seat covers. Yes, I did whine about the cost and found the quality perhaps less than the originals. But the match was perfect at least as far as anyone could see. Over the years those covers have taken a beating from my heavy load, sunlight, and abuse. The driver's seat is now splitting apart and needs to be replaced.

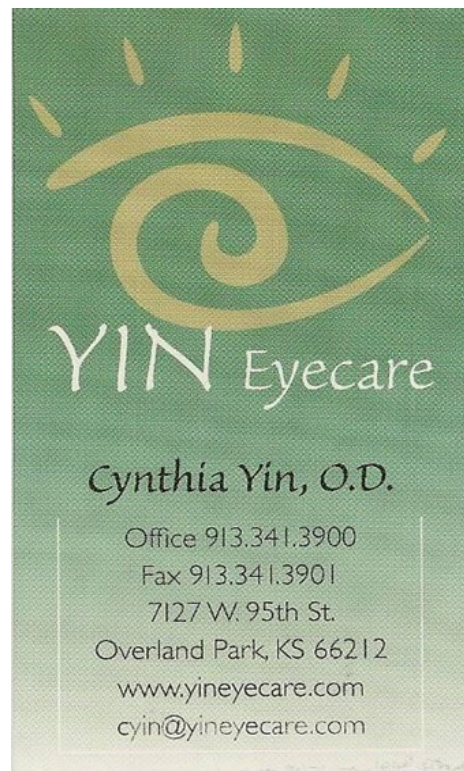
So I went to our local supplier in Lenexa to buy new covers. But they had none listed in the color I need. So much for instant gratification! I came home and went online and checked out the other US suppliers and even one in England. No blue plaid to be found. Finally I thought to check with the national Triumph Wedge Owners Association knowing they would have the answer if anyone did. They did not. Seems that the plaid fabric used by Triumph was only made when the cars were in production and whatever was left over finally ran out a year or so back. The only suggestion was to try US upholstery suppliers for something similar. I found one that sort of resembled the original and that I even liked a bit better. But I had not planned to have the door cards redone and they too have the blue plaid that matches the seats. The substitute is very noticeably different. I was out of luck and out of ideas as well.

My simplest option seems to be to buy solid navy blue seat covers which will look fine. They just won't be original. That won't be the first step down the slippery slope of non-original parts replacement that will eventually reduce the resale price of my TR8. Already I have non-stock exhaust that sounds much better than the original. The Lucas alternator has been displaced by one from a Saturn. And soon I plan to upgrade the AC compressor and remove the smog pump and associated

plumbing. The instrument lamps are already replaced with LEDs I have replaced the brake light switch with stock ones for the last time and plan to find a more durable after market substitute. Next thing you know I'll be painting flames on the bonnet.

So enjoy the ease with which you can buy parts for your older Triumphs.

Steve Olson



Assistant Director Change

In late May, Ron & Susan Ray resigned as Assistant and Co-Assistant Directors. The Club would like to thank them for their service, dedication and hard work.

Steve Vehlewald has stepped up and is our interim Assistant Director until January elections. Thanks Steve! Also, thanks to Jayne for sharing.



WHAT DO YOU KNOW ABOUT KANSAS CITY TRIUMPHS?

Submitted by Jack Edwards

This is a short quiz of your Kansas City Triumph Club knowledge. The more we know of our past, the more we can look to the future. The answers are on the last page of the newsletter.

1. What year was KC Triumphs established?
 - a) 1968
 - b) 1974
 - c) 1978
 - d) 1981
2. Who are 2 of our active members, who are charter members?
 - a) Bob McBean
 - b) Gary Davis
 - c) Woody Underwood
 - d) Paul McBride
 - e) Larry Birks
3. What event prompted the formation of the KC Triumphs?
 - a) ST Louis VTR
 - b) Indianapolis VTR
 - c) Fort Worth VTR
 - d) KC Triumph Dealers
4. We held The South Central Regional VTR this year, which states are in this region? (Clue there are 8)
5. Which group held the first 4 Regionals?
 - a) St Louis
 - b) Oklahoma City
 - c) Dallas/Fort Worth
 - d) Kansas City
6. Which non/profit groups has KC Triumphs supported in the last 10 years?
 - a) ALS Foundation
 - b) Harvesters
 - c) Cystic Fibrosis Found.
 - d) Lupus Foundation
 - e) MG Club Warrior Project
 - f) Mind Drive.
7. Which city was the First Regional held in?
 - a) Fort Worth
 - b) Houston
 - c) Blue Springs
 - d) Overland Park
8. Name 6 of the 8 positions on the Board of Directors?
9. How much do we pay the Board Members per year?
 - a) \$100
 - b) \$ 50
 - c) \$ 0
 - d) \$ 30
10. Which month do we hold our annual meeting?
 - a) December
 - b) February
 - c) September
 - d) January
11. What were you given when you joined KC Triumphs?
 - a) Membership card
 - b) Secret handshake
 - c) Club decal
 - d) Discount from Victoria British
 - e) Name tag
12. Which of these are required to join KC Triumphs?
 - a) Drive with your top down
 - b) Have a Triumph
 - c) Like the triumph marque
 - c) Live in Kansas City Area
13. How long do you have to be a member to be an officer of the Club?
 - a) 1 year
 - b) 5 years
 - c) 10 years
 - d) No requirement
14. When are your dues due?
 - a) January 1-February 15
 - b) July 1-August 15
 - c) October 1- January 1
 - d) Your birthday
15. Name 2 special types of membership?
 - a) Lifetime
 - b) Wealthy
 - c) Student
 - d) Restored

Answers on page 9



We don't always take a Triumph

A road trip through Oklahoma and Arkansas

By Pat Fischer & Roger Elliott

Sometimes, we don't take the Triumph on trips, and I can't tell you exactly how we decided that this time. Our driving tour started on May 17 with the weather getting warm, and, honestly, I wanted a trouble-free trip. Roger tells me that if nothing happens unexpected on a trip, then you don't have a good story to tell. So, maybe this isn't a good story, but it's a trip that had a lot of great sports car roads and our 2007 MINI did just great.

Returning from the 2012 VTR in Galveston, we had crossed a bit of scenic parkway, drove a few miles and had pledged to go back. 2014 was our chance and the Talimena National Scenic Byway was our goal. <http://www.talimenascenicdrive.com/>

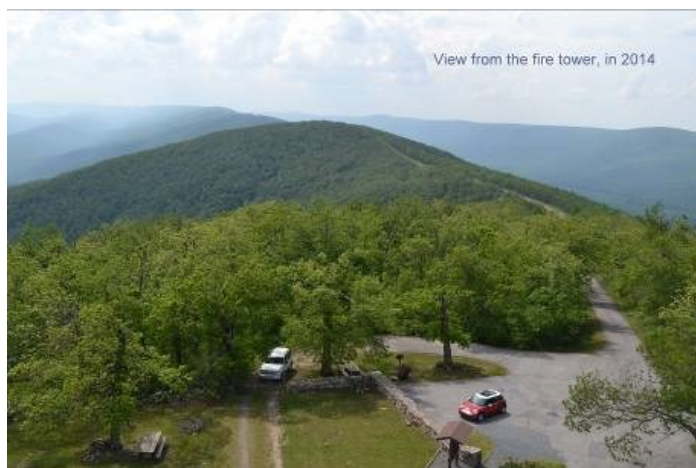


Driving south down Highway 69 from Johnson County, KS, we went through Baxter Springs, stopping there for lunch. The town has shops and cafes with Route 66 items for sale, and a national historic site - an independent gas station building dating from 1930 right on the town's main street. If you have time, the town has an impressive museum.

In Oklahoma we stopped to spend two nights in Talequah noodling around. We have eclectic taste in travel, and we spent one morning at the Cherokee Heritage Center and museum, and later found a café that served us Indian tacos. Yum. We walked around downtown a bit shopping, and gosh darn it, found a used book store, then went back to the B&B and used their porch swing to relax. I'm glad we stopped in Talequah, but it's one of those places that appear online as if there are a lot of things to do, when options are more limited than you expect. A couple blocks of downtown have a sort of Westport feel to them, and we ate at the three main restaurants there. Two nights was good. The next morning we drove a bit north and rented a kayak for a float on the Illinois River; we got wet. Very wet. It was refreshing! We were glad to have air conditioning to help in the clothes-drying process.

Then it was down some scenic roads to Heavener, OK, to visit the Heavener Runestone and then to spend the night. Besides a railway car made into a café, the town has a fenced area right on the highway with some small deer that people in town come to feed with corn from a coin-operated dispenser. I'd like to know the story behind that one. Much of the downtown was eerily long-term vacant. At the diner that evening we talked to a couple sitting across from us, and the man had worked building the Talimena Byway when it was built as State Highway 1 in 1969.

On to Talihena, Oklahoma for brunch at Pam's Hateful Hussy Diner, then it's time for the road we came for. The byway runs west-east from Talihena, OK, to Mena, AR, (the combination of the names = Talimena) twisting, winding and dipping for 54 miles across the top of the Winding Stair Mountains in the Ouachita National Forest. The two-lane road is secluded between trees, with scenic vistas if you can make yourself stop. And the road – oh, the road was just wonderful, and the MINI was just perfect for it. A Triumph would be great, too, and motorcyclists make regular runs across the route. There are hiking trails in the forest along both sides of the road; one of our disappointments was that the visitor center at the west end was not open, whether by season (before Memorial Day) or budget cuts, and we didn't feel comfortable hiking without a trail map. We did stop at an arboretum about midway along the road and made a one-mile walk through the trees, and we climbed a fire tower near the Arkansas border to get a very high view. We always split the fun driving between us. The top speed limit was 55 mph, and it's just slightly possible that I went a bit faster once or twice, but I was too busy with turns and shifting to exactly notice. The landscape is very pretty, and the road mostly empty. The only problem: the road, like all great sports car roads, was too short. I only half jokingly asked Roger if we should turn around and do it again, but he said no.



We arrived at Mena, a pretty town, and that was where things went a little wrong. Wasn't the town's fault, of course, it was mine as the navigator when I sent Roger driving east on highway 8 instead of 88, and soon we were passing through tiny hamlets that were not on our intended route. I thought I found a savior by the name of 370, which showed on the map to connect 8 and 88, which were roughly parallel. So we took 370 north until we ran into the sign you don't want to see: "State

Maintenance Ends.” Pavement also ends. We continued on the white gravel through very pretty country, two lanes buried in trees with an occasional 1- or 3-acre opening with a house and yard. The road got narrower. “Do you want me to turn around?” Roger asked. No way, never retreat. We kept on; I mean the road with those homes has to go somewhere, right? I’m still not sure what road we were on, but it finally dumped us out on 88, miles east of where the map showed 370 going. For the second time I was glad for the MINI, which was covered in white dust.

Hot Springs. Strange town. We spent the morning in a tour of the National Park, which is in the old downtown. The Federal Government has control of the property around the old bath-houses. We took a tour of the bathhouse that the park headquarters is in, and enjoyed it and ate a good lunch across the street. <http://www.nps.gov/hosp/index.htm>

Then we headed out of town because we had a 5 p.m. closing deadline north in Morrillton. Leaving Hot Springs is a gorgeous scenic highway, State 7, that goes almost to the Missouri border. We arrived at the Museum of Automobiles <http://museumofautos.com/> at 4 p.m. and took time to see the collection. AR governor Rockefeller was a car fan and got behind building this museum, (his car from the 1950s is there) which I had heard about more than 40 years ago when I was living in Memphis. Worth the stop. Part of the collection is on loan from private owners, so the cars change. Then we ate supper with a beautiful view in the lodge of Petit Jean State Park right next door.

Spent the night in Russellville, then drove north on 7 again, through mountains and river valleys and twisty hilly roads that remind us of central Missouri and the FAT Run. At one point we got out of the car at an overlook, hundreds of feet above the Buffalo River valley, and we were looking down on the *tops* of vultures. Never thought I’d see that.



Pretty countryside north of there on Highway 7, then we turned west across 62, 94 and 340 going to Bella Vista where we picked up 71 to go north to Missouri. On 62 we passed Pea Ridge National Military Park, where we have visited before. It’s one of my favorite Civil War parks, so worth a stop on the way back from Fayetteville some time.

Some thoughts:

- Triumphs are great; so are MINIs. We take good road trips in both.
- This would be an excellent LBC tour, without the gravel road, that is.
- Talimena Byway is worth the run, if you’re in the area, and it is known for being very pretty in the fall.
- As far as we could tell, this area of Arkansas and Oklahoma has no notable regional cuisine. Food was pretty mundane, except for the Indian tacos.
- We’ll return to that beautiful part of Arkansas again, maybe a float on the Buffalo?

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TR-3 Installation: Headlight Relay

Paul McBride

Long ago I fell for Lucas Tripod PL700 headlights. They were inexpensive then and looked great....in the daytime. At night not so much. Seventeen years ago I replaced them with Halogen sealed beams. Much improved. But as time moved along I found the high beams no longer dazzled oncoming traffic. What to do?

Newer cars use Relays to reduce the voltage drop from switches and wiring and thereby deliver more battery voltage to whatever. (The only Relay on a TR3 is found on Overdrive equipped cars to activate the solenoid.) Moss Motors had their Headlight Enhancement Relay Kit on sale and so began my journey into the dark arts of electrical mysticism.

My car is a '57 TR3 with the original wiring harness, headlight switch, dipper/dimmer switch except for a new harness for the front apron head & side lights. After studying the Kit and instructions it became apparent that I would have to modify a bit as it is universal and suitable for all British cars.

The first step was to examine my TR3 wiring diagram to determine where the low beam and high beam wires split to make their journey to each headlight. **They Don't!** In fact 2 wires for the low beams leave a terminal on the dipper switch and 2 more wires for the high beams leave another terminal on the switch. A third terminal accepts the power lead from the headlight switch.

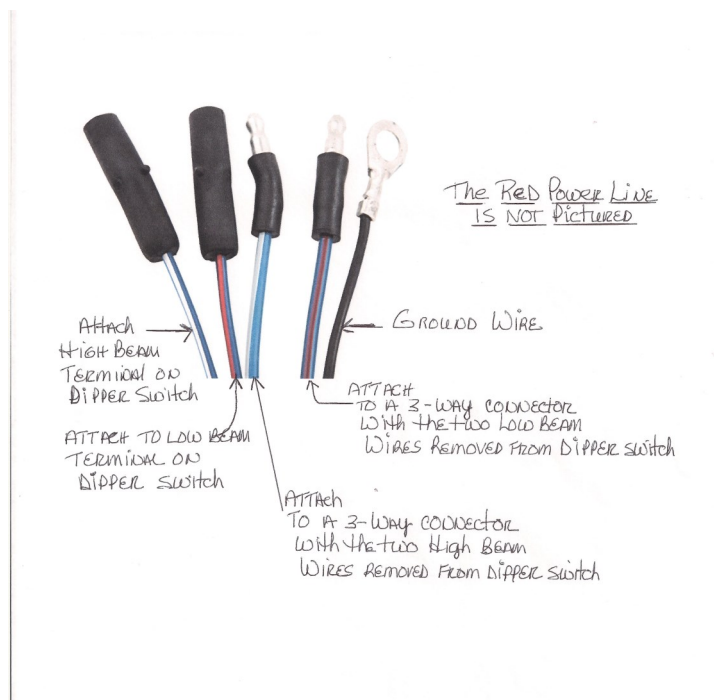
It's possible with either more relays or extra wiring in the engine compartment to use that area, but I chose to mount the Relay kit above the dipper switch in the driver's footwell. Unfortunately my old body has lost agility and focused vision. Much patience was required. Changing glasses for near and far, adjusting lighting and contorting with towels as padding....great fun! Bruising ensued. It was time to disconnect the battery ground so no sparks would enliven the experience.

The first step was to mount the relay platform. Two holes were drilled up just below where the wiper motor is located and the platform was secured with provided screws. The relays and platform are prewired and there were now 6 wires to be attached to the appropriate terminals. The Black ground wire has an attached ring terminal and a nut securing the steering column gave a good ground.

The long Red wire is the power wire for the headlights and I fed it through a grommet on the firewall and over to the starter solenoid. I cut it to fit, striped the end and crimped the supplied ring terminal and then attached it to the battery cable terminal on the solenoid. The wire was secured to the long overdrive equipped speedometer cable that runs in front of the battery by cable ties. (See photo)



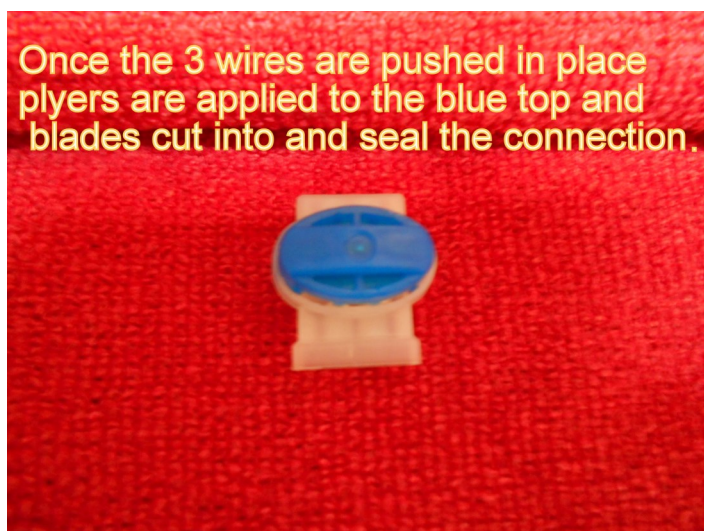
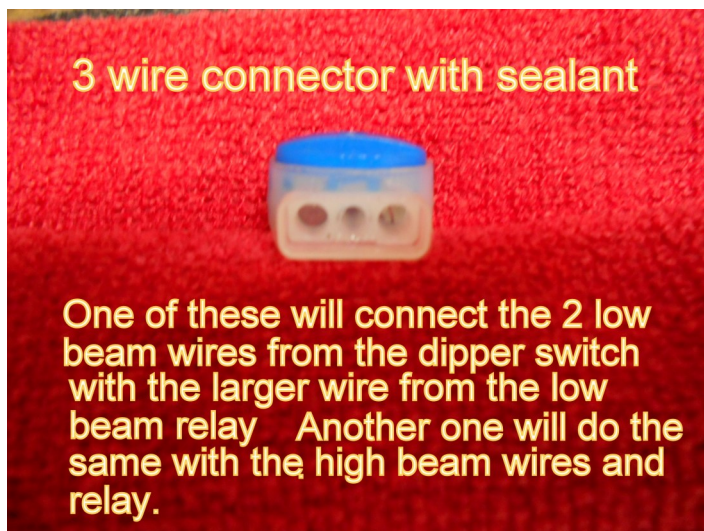
There were now 4 more wires (with bullet connectors), 2 Blue/red and 2 Blue/white. One of each is smaller in diameter than the other. (See photo).



At this time I removed the dipper switch from its support and disconnected the 2 Blue/red wires from their terminal on the switch. Then I prepared the smaller diameter B/R wire from the relay to attach to this terminal on the dipper switch by snipping off the female bullet, stripped the (continued next page)

end and crimped on a spade terminal and secured it to the dipper switch.

This was the low beam circuit and all that remained was to connect the larger diameter B/R wire from the low beam relay with the 2 B/R wires I had earlier removed from the dipper switch. This was accomplished by a cool 3-way connector I found on line at Wiringproducts.com (See photos).



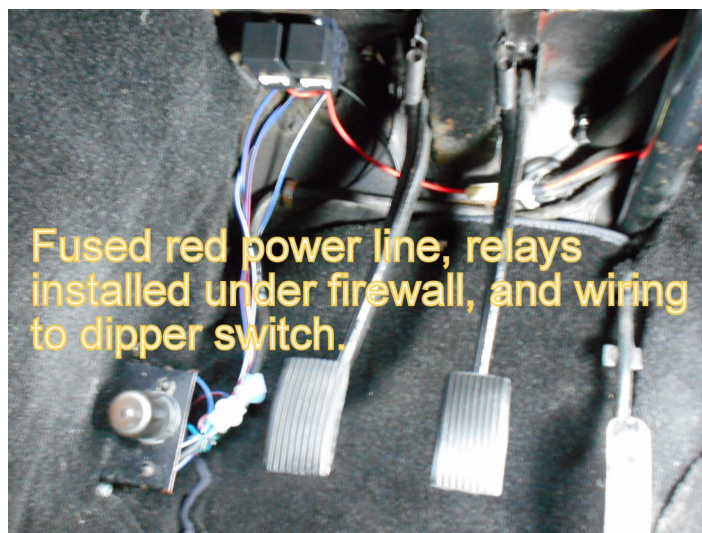
On their web site, under "Pigtail Connectors", you can watch a how to video. I snipped off the male bullet of the relay wire and lined it up with the other 2 wires and pushed them into the 3-way connector (no need to strip the ends) and with large pliers squeezed the blue top into the body of the connector.

This same procedure was used with the high beam circuit Blue/white wires with one further complication. There were not 2 but 3 B/W wires on the dipper switch terminal. The third wire went to the high beam indicator lamp on the speedometer. The factory had crimped them all together so after separating them,

<http://www.kansascitytriumphs.com/>

how to tell which was the lamp wire?

My trusty multimeter to the rescue and set to read *Ohms*. I popped the lamp loose from the speedometer unscrewed the bulb placed one lead there and the other at the end of each wire and when I got a reading that was the wire. Then it was a matter of stripping that wire crimping on a spade terminal and attaching it and the small diameter B/W wire from the relay to the remaining terminal on the dipper switch. The remaining B/W wires and the male B/W wire from the high beam relay were then attached to another 3-way connector and the mess of wires and connectors were secured to the original wiring harness with cable ties. The dimmer/dipper switch was remounted and the carpet replaced to cover up the modifications. (See photos)



If you are not familiar with the workings of a Relay, Moss has a fine video description. What this did for the old TR was take the electrical load off of the 57 year old light switch and the 57 year old dipper switch and convert them into a light load **Trigger** that activates the Relays and sends direct battery power to the headlights. The ammeter now (continued next page)

stays on the positive side even with the halogen headlights and heater on high. Put a *Triumph* in your day. (And night)



Linda & Larry Birks, recipients of Kansas City Triumph Sports Car Club's Lifetime Membership.



Kansas City Triumphs Sports Car Club

May 29, 2014

Mr. & Mrs. Larry Birks
26400 S. Hickory Trail
Harrisonville, MO 64701

Dear Larry & Linda:

On behalf of the Board of Directors of the Kansas City Triumphs Sports Car Club and your many friends in the Club, I am pleased to inform you that you have been voted a Lifetime Member of the Club in recognition of your many years of membership and service to the Club. Your membership card is enclosed.

As a Lifetime Member you have all the rights and privileges of an active member for life including receiving our monthly newsletter and a standing invitation to any and all Club events with no obligation to pay dues.

We hope that you will continue some level of involvement with the Club and will continue to attend Club events as your schedule permits.

Sincerely,

Larry Taylor,
Secretary/Treasurer

LET/s

Enclosure

c/o Larry Taylor - 8725 Rosehill Road, Suite 101, Lenexa, KS 66215 - 913-620-8703 - larry@taylorgroupcpa.com
www.kansascitytriumphs.com

From: LARRY BIRKS [<mailto:brgtr3@embarqmail.com>]

Sent: Monday, June 16, 2014 4:55 PM

To: Larry Taylor

Subject: Lifetime Membership

Kansas City Triumphs Sports Car Club

Hi Larry (Taylor),

I want to take a moment and say Thank You to you and all the Kansas City Triumph members for voting me the Lifetime Membership in the club. It's an honor to accept the membership and hopefully Linda and I will be able to continue some level of affiliation with the club in the future.

Having been a Triumph owner for nearly 50 years, it seems strange to have a "spare" garage with no Triumph in it! I seem surprised every time I go to the garage and realize there's no LBC in there waiting to go for a ride. Four TR3's, two TR250's, and a TR4 along with several "Triumph parts cars" have kept me company for many years. Countless shows, tours, rallies and times spent with friends have given me many years of pleasure.

Hope to see you all again soon at one of the club events!

Larry Birks

Quiz Answers

1. c; 2. b & d; 3. b; 4. MO, KS, AR, TN, LA, OK, TX and NM; 5. d; 6. All; 7. c; 8. Director, Assistant Director, Secretary/Treasurer, Newsletter Editor, Web-master, Membership Director, Historian and Advisor/Publicist; 9. d; 10. d; 11. a, c, d & e; 12. c; 13. d; 14. c; 15. a & c.

The Lake Garnett Grand Prix Revival

The Lake Garnett Grand Prix Revival begins with a BBQ for registered guests, on Friday night, Oct. 10th, at the Garnett Inn and Suites. The actual event this year is a one day event on Sat. Oct. 11th at Lake Garnett. It consists of a nationally scored autocross (to be held at the airport), car show (at the lake), lunch, an all day track event followed by a parade downtown. The autocross is being sponsored by the KC Jags. They have done this many times before, and it should be an excellent experience.

The track event this year is divided into four speed groups. The speed group is chosen by the driver and refers to the maximum speed to be reached on the straight away. The emphasis this year, as well as last, is still to have a relaxing fun day with our cars. This is not a race. In order to qualify for our insurance, we have had to adopt some rules and procedures, but the majority of our efforts have been aimed at making this a more enjoyable event for the slower drivers as well as the ones who want to go faster.

In response to concerns aired last year to people racing into corners, we have restricted passing to 2 areas on straight aways only. We are also restricting the total number of track cars to 120. The KC TR Club is one of the major sponsoring clubs of the event. As so, it has 8 reserved slots. These slots will be held until mid-August. After this time, all remaining slots will go to a general pool and will be made available to all cars. This was done as a reward to the sponsoring clubs for their efforts. These slots and the restricted number of cars only apply to the track event. As of today's date July 17th, the Triumph Club has used none of their slots. I would encourage anyone wanting to come and drive the track to take advantage of the reserved slots by registering soon. **Registration forms and information are available on line at <http://lggpr.com/>.**

A few of you have expressed concerns to me about driving old cars that hard. We have made every effort to make the track event better this year than last. The speed limits on each group should eliminate the faster cars from interfering with the slower cars. The passing zones are intended to eliminate pressure in corners and you can still stop and pull off the track any time you wish.

We expect a wide variety of cars at the car show. We already have 5 Cobras and a Pantera among the early cars registered. We have verbal commitment from 4 Ferraris, a 4 million dollar Porsche, a multiple time national class D winner MGA, among others who will be giving a demonstration run.

Hope it's as much fun this year as it was last year!

Looking forward to seeing you there,

CB Harris
President, LGGPR

2013 Lake Garnett Grand Prix Revival Photos




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New Members To The Club

Kevin Keck, 1980 Spitfire 1500

Reese & Linda Naftel, 1973 Spitfire

John Sandlin, 1973 TR-6

Elisa Saunders, Student Member Class of 2015

CARTHAGE SHOW 2014

Thirteen members of Kansas City Triumphs braved the heat to get to the Carthage show this year. The show started with a Bar-B-Que Friday evening, July 25th. This year they added music during the evening. Everyone sets up their chairs, eats, drinks and visits. We have been going for a number of years and have made many friends. It is always good to see old friends and get caught up.

Saturday, July 26th, was show time, on the square. As, you drive in they take a picture of you and your car. We had a good showing of Triumphs this year: 5 Spitfires, 4 TR6s, 1 Stag, 1 TR250 and 2 TR7s. We also had a MG Midget and 2 Ford Focus. Yes that's right Laraine and I ended up having to take the Focus. I think my car is jinxed for the Carthage Show. This year I worked all morning on installing new seat belts and several other small items, drove up to the Carriage House and topped off the tires. Everything was loaded and ready to go, I went to start the car and the fuel pump started hammering but not pumping. We moved everything to the Focus and left. Fortunately the jinx has not affected the Focus (yet?) I rode with Steve Boyse, so I could say I went in a Triumph.



Saturday evening they had a banquet, catered by Chicken Mary's, with pie for desert. There is a silent auction; they have some interesting items to bid on. They also play some games during the dinner. The theme this year was Route 66. Mia Wise was dressed as a route 66 map, and should have won the contest; they forgot to judge the entrants this year. When they gave out the awards our group did well; Steve & Carol Olson; CB & Cheryl Harris; Garrison Vaughn (2); Cecil & Mia Wise all won awards. Garrison received 2.

This year they had added a free breakfast, served at one of their members' homes Carthage has a number of large Victorian and prairie style homes. The home where breakfast was served was a restored painted lady, a beautiful home. Steve & Sandy Boyse; Richard & Ann Woody and Laraine & I filled out the group from KC.

Put this show on your calendar for next year, I will guarantee you will have a great time.

Jack



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[From LBCarCo Web Site, courtesy of Steve Olson](http://www.LBCarCo.com)

LBCarCo Tech Tips - Each Chatter a New Reader Submitted Tech Tip! (WE NEED TECH TIPS PLEASE)

WE CAN USE SOME NEW TECH TIPS SO PLEASE IF YOU HAVE ONE SEND US AN EMAIL WITH IT AND IF YOU HAVE A PICTURE OR DIAGRAM PLEASE INCLUDE THAT AS WELL. SEE BELOW FOR INSTRUCTIONS.

Our [Tech Tip](#) this issues tip is from Dale Kallenbach. Thanks Dale (\$20.00 will be credited to your LBCarCo account) Please contact us ASAP for further info.

Drain Pan for Leaky LBC's

I found it in the local big box store, a drain pan for an electric hot water tank. The measurement is 26" round by 2 1/2" High. It looks much neater under the car than the old pieces of cardboard that are always in the way of the floor jacks or the creeper when working under the car. Not that the cars leak oil but they do leave their mark when parked. :(This pan can be driven over with the lowest of vehicles.



2014 Calendar of Events

Date	Event	Time	Lead Person	Location	Notes
August					
7th	Club Night out	6:30 PM		Birdies	
28th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
September					
1st	All Brit Car &	8-3:00 PM	Ed Blend	Zona Rosa	Labor Day Annual Show
4th	Club Night out	6:30 PM		Birdies	
12th & 13th	Brits in the	See Contact	Jim Carney	Bentonville, AR	carney1081@cox.net
20th	BBQ	6:00 PM	Ray Overton	Ray's House	13013 West 101st St. Overland Park, KS
27th	Movie Under the Stars	TBD	Amy Taylor	Darren & Amy's house	25817 West 69th Ter., Shawnee, KS 66226
25th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
October					
2nd	Club Night out	6:30 PM		Birdies	
11th	Annual Garnet Driving Event		CB Harris	Garnett, KS	Details at www.lggpr.org
25th	Annual Chili Supper	TBD	Woody Underwood	Woody's House	1218 West 61st St., Kansas City, MO 64113
30th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
November					
6th	Club Night out	6:30 PM		Birdies	
20th	Board Meeting	6:00 PM		Birdies	All Members Welcome, shifted because of Tgiving
25th	Harvesters	6:00 PM	Jack Edwards	Harvesters	Volunteer work night
December					
4th	Club Night out	6:30 PM	Amy Taylor	To Be Determined	Christmas and Winter Banquet

Kansas City Triumphs Sports Car Club
Treasury Report
01/01/14 to 6/25/14

	<u>Year To Date</u>	<u>Current Month</u>	<u>Notes</u>
COMMERCE CHECKING BALANCE 01/01/14:	\$3,860.29		
INCOME			
Advertising	\$0.00	\$ -	
Banquet, Current Year	-	-	
Banquet, Prior Year	-	-	
Membership Dues, New	120.00	90.00	(1)
Membership Dues, Renewal	840.00		
VTR Proceeds	6541.37	6,541.37	
Other Inc., Donations	28.50		
Other Inc., Grill Badges	-		
Other Inc., License Plate Frames	4.00		
Other Inc., Raffles for Charity Donations	-		
Other Inc., Raffles for Regional VTR Seed Money	138.00		
Other Inc., Raffles for Memorials	43.50	15.00	
TOTAL INCOME	<u>\$7,715.37</u>	<u>\$6,646.37</u>	
EXPENSES			
2014 Regional VTR Seed Money to VTR Comm	\$ 138.00	\$ -	
Administrative	449.46		
Banquet Expenses, Current Year	-	-	
Banquet Expenses, Prior Year	-	-	
Charity	-	-	
Entertainment	193.08	77.96	(2)
Gifts, Awards	-	-	
Gifts, Misc	100.00	100.00	(3)
Gifts, Name Tags	76.11	-	
Insurance	200.00	-	
Misc.	-	-	
Registration, Kansas State	60.00	60.00	(4)
Reimbursable	-	-	
Website	-	-	
TOTAL EXPENSES	<u>1,216.65</u>	<u>237.96</u>	
INCOME - EXPENSES:	6,498.72	<u>\$6,408.41</u>	
COMMERCE CHECKING BALANCE AS OF 6/25/14:	10,359.01		
CASH BOX	<u>35.00</u>		
TOTAL KC TRIUMPHS CLUB TREASURY AS OF 6/25/14:	<u>\$10,394.01</u>		

Current month notes:

(1) Opplinger, Keck, Naftel

(2) Spring Tune-up food

(3) Heartland MG Regional

(4) Annual Rpt \$40, Registered Agent Chg \$20.

Kansas City Triumphs Sports Car Club
Treasury Report
01/01/14 to 7/31/14

	<u>Year To Date</u>	<u>Current Month</u>	<u>Notes</u>
COMMERCE CHECKING BALANCE 01/01/14:	\$3,860.29		
INCOME			
Advertising	\$0.00	\$ -	
Banquet, Current Year	-	-	
Banquet, Prior Year	-	-	
Membership Dues, New	150.00	30.00	(1)
Membership Dues, Renewal	840.00		
VTR Proceeds	6541.37	-	
Other Inc., Donations	28.50		
Other Inc., Grill Badges	-		
Other Inc., License Plate Frames	4.00		
Other Inc., Raffels for Charity Donations	-		
Other Inc., Raffels for Regional VTR Seed Money	138.00		
Other Inc., Raffels for Memorials	70.50	27.00	
TOTAL INCOME	<u>\$7,772.37</u>	<u>\$57.00</u>	
EXPENSES			
2014 Regional VTR Seed Money to VTR Comm	\$ 138.00	\$ -	
Administrative	473.93	24.47	(3)
Banquet Expenses, Current Year	-	-	
Banquet Expenses, Prior Year	-	-	
Charity	6,500.00	6,500.00	(4)
Entertainment	206.43	13.35	(2)
Gifts, Awards	-	-	
Gifts, Misc	100.00	-	
Gifts, Name Tags	76.11	-	
Insurance	200.00	-	
Misc.	-	-	
Registration, Kansas State	60.00	-	
Reimbursable	-	-	
Website	-	-	
TOTAL EXPENSES	<u>7,754.47</u>	<u>6,537.82</u>	
INCOME - EXPENSES:	17.90	<u>(\$6,480.82)</u>	
COMMERCE CHECKING BALANCE AS OF 7/31/14:	3,878.19		
CASH BOX	<u>35.00</u>		
TOTAL KC TRIUMPHS CLUB TREASURY AS OF 7/31/14:	<u>\$3,913.19</u>		

Current month notes:

- (1) Sandlin
- (2) Club Night Out Dinner for Laura Marshall (Harvesters)
- (3) Reimbursement to Bob for toner
- (4) VTR Proceeds to Harvesters