



Kansas City Triumphs Sports Car Club

Volume 31 Number 5

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Annual Dues are \$30.00
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Please Send Newsletter Articles to
Ckigar@everestkc.net.
 ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)

<http://kansascitytriumphs.com/>

Director's Drippings



This has been a great summer, for our little cars, even with all the rain. What a great turnout for the Kansas City Dawn Patrol and pancake breakfast. We had paid for 75 and went over that a little! There was a good turnout for the Carthage Show. Laraine & I made it all the way to Lamar, after rebuilding a carburetor in the parking lot at the Harrisonville McDonalds. We blew a head gasket at Lamar and got to ride home in the tow truck. The group from

Carthage called twice to see if we could just be towed there and they would take care of the head gasket. We did get to the drive in the Triumph. This is the first All British that we have missed in several years. As I write this we are in Orlando for our Grandsons Graduation. We leave for Dallas tomorrow and then back to KC later in the week. We are going to make the show in Fayetteville.

We still have some good weather and good events planned. The Chili diner will be at our house this year and there will be a cemetery drive before hand, look for details later. I hope you are having a great show and a good time at the All British.

Keep driving your LBC'S

Jack

I join Jack in saying what a great summer! I spent this morning out at the All British. It seemed a bit smaller than in years past, but it was very pleasant to see all the cars under the shade of the trees by the lake. I will say that the Triumph marquee seemed very well represented this year. There were some beautiful and unique rides. That MGB-GT was a real showpiece!

I think you'll find some interesting things in this issue. I got permission from Keith Adams, Editor of www.AROnline.com to reprint an article on the Triumph Fury. I've heard of a Spitfire referred to as a Baby Jag, well the Fury is what should have been the baby. It certainly would have been my ride of choice to the all-Brits. This issue also has a registration form for the club Banquet you'll need to send to Cynthia Yin. Paul has again come through with some great technical information. Larry Birks came through with some great pictures of the Kansas City Dawn Patrol even. Can I say but wait, there's more?

As you'll see elsewhere in this issue, it's time to ante up your annual dues again.

Memberships benefits includes your fabulous newsletter, club subsidized social events and that discount from our friends at Victoria British.

Don't lose out, print out the form you'll find at the end of the newsletter and return it out club treasurer, Bob Aguilar

Editor's Notes

Ray Overton called to remind me to remind everyone of the club picnic. It's scheduled for Sept 19, from 5:00 to ????. Head over to 13013 w 101st Street. The Club is paying for the meat; bring a side dish of your choice and YOB!

Ray had some good news he wanted me to share as well. He's doing well with his cancer treatments with no more radiation on the calendar for 6 months.

Chip

New Shoes for Old Triumphs

After Gary Davis' tire separation in front of me at 70mph on I35, I decided to check my records. My Lee Metric tires were installed on new chrome wires in 1987! - Almost 22 years and 32,000 miles ago. Prior to that, I had put 50,000 miles on a set of Michelins but in only 14 years. Perhaps my luck was about to run out!

I followed Gary's lead and ordered a set of 165HR Classic Sprint tires from the Tire Factory in Michigan. (800-576-1009 ask for Jack) or www.tiresbyweb.com. The price for a set of 4, which includes shipping, is \$488. There are cheaper and more expensive tires, but Leland at Shore Tire was very impressed with these and with an H speed rating (130mph) there is plenty of margin for fast driving.



PLEASE!- Order the RIGHT SIZE!

Vredestein tires are made in Holland and are a favorite with vintage Porsche owners. The date code on my set indicates god Vulcan spit them out on the 9th week of this year. They were delivered to the front door in 2 days.

Shore Tire in Lenexa has been my favorite store for performance tire needs

Kansas City All British



Here are a couple of pictures I took at the All British Car show. The weather was perfect and it was very pleasant viewing the cars under the trees by the lake. Look for the winners elsewhere in this issue.

Chip

and they were happy to mount and balance this set. Some of our club members recently had a negative response to working on wire wheels but they've had the proper equipment for years. "Leland" is the person to contact should there be a problem. They charge \$16.95 per tire to mount and balance and I had them install new tubes at \$9.60 each, as they were also 22 years old.

So... for about \$600 I can go fast again, and am reminded that quality tires are the single most effective improvement in the driving experience. Happy motoring, and Put A Triumph in Your Day!

Paul McBride

Treasurers Report

INCOME

Advertising	\$60.00	
Banquet, Prior Year	\$100.00	
Membership Dues	\$280.00	
Other Inc	\$303.00	
TOTAL INCOME		\$743.00

EXPENSES

Administrative Supplies	\$19.68	
Bank Charge	(\$7.00)	
Banquet Expenses, Current Year	\$228.50	
Banquet Expenses, Prior Year	\$424.76	
Charity	\$621.00	
Entertainment	\$409.70	
Insurance	\$150.00	
Misc.	\$31.45	
Newsletter	\$8.48	
Registration	\$40.00	
Reimbursable	\$81.00	
Website	\$74.99	
TOTAL EXPENSES		(\$2,082.56)

COMMERCE

CHECKING ENDING BALANCE		\$1,227.06
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CASH BOX		\$35.00
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TOTAL KC TRIUMPHS CLUB TREASURY		\$1,262.06
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Day of the Cobra



Richard Woody sends us these pictures of a get together with the Cobra club. They drove from a nursery on Bannister road to Weston on some new roads. Woody assured me great time was had by all

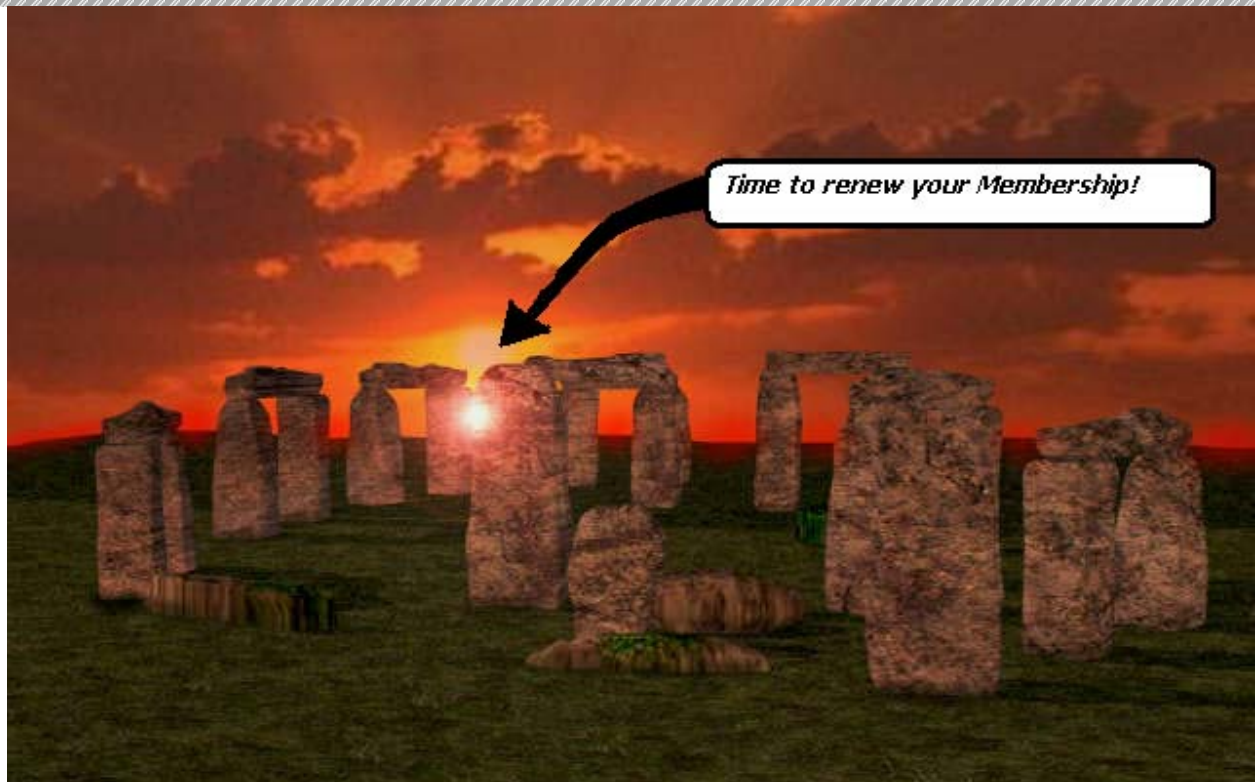
Did you know that the famous Ford Shelby Cobra had a British lineage? Wikipedia says: "AC Cars Group Ltd. formerly known as Auto Carriers Ltd. is a British specialist automobile manufacturer and one of the oldest independent car marques founded in Britain (...) In 1962 AC was approached by Carroll Shelby to use a small block Ford V8 engine in the Ace chassis, producing the AC Cobra. Shelby needed a car that could compete with the Chevrolet Corvette in US sports car racing. The resulting Cobra was a very powerful roadster, and it is commonly blamed for the introduction of the 70 mph (113 km/h) limit on British motorways." VROOOM!



Show off your membership with a Grill Badge!



Grille badges are now available. The cost will be \$27 each if we can generate an order for 50 or \$17.50 each if we can generate an order for 100. Send me a check for the number you would like to order made out to Kansas City Triumphs, 13769 Pembroke Circle, Leawood, KS 66224. I will hold the check until we get close to 50 badges. If we cannot make the minimum I will see that everyone gets their check back. I will also keep everyone informed via e-mail on how we are progressing





Celebrate another year
With the **KC Triumphs**
Annual Holiday Dinner
Saturday, December 5
Social Hour 6 p.m. to 7 p.m.

Dinner 7 p.m.

Smokehouse BBQ

7212 W. 135th St.

Overland Park, KS 66223

913-685-1717

RSVP with the attached form by November 29

Smokehouse is just southwest of 135th Street and Metcalf Avenue in south Overland Park. It is just south of Bo Ling's.

Directions:

From the I-435 loop on the south side of town, take 69 Hwy South.

Exit at 135th Street exit and turn left (east) onto 135th Street.

Turn right (south) onto Metcalf Avenue.

Immediately take the first right, then turn left and then right into the parking lot.

If you miss the first right, turn right onto 137th Street, take the first right and then left into the parking lot.

Please send this form with your check

for \$31.00 (thirty-one dollars) per person

payable to "KC Triumphs" to:

Cynthia Yin

9726 Chadwick Dr.

Overland Park, KS 66206

Reservations must be received by Sunday, November 29.

Name (s): _____

Phone: (____) _____

Email: _____

Please choose 1 entrée per person.

Quantity

_____ Babyback Ribs & Burnt Ends (4 ribs, 6 oz. burnt ends)

_____ Babyback Ribs & Chicken (4 ribs, 5 oz. chicken breast)

_____ Prime Rib

_____ Cornish Hen

All entrees include coffee, tea or soft drink, house salad, roll and choice of one side: hickory pit beans, homemade coleslaw, fresh potato salad or homemade cheesy corn. The club will provide cake for dessert. Cash bar.

If you prefer to substitute a salmon or chicken salad for an entrée please indicate quantity here _____

Questions? Contact Cynthia Yin, 913-642-1769,
c.yin2020@yahoo.com

The Toolbox



Figure 1



Figure 3



Figure 5



Figure 2



Figure 4



Figure 6

The day I called my wife and told her that I had just won an Ebay auction for a Spitfire, her only question was: "Can you work on it?"

Well, even before the car was trucked in from New Mexico, I was shopping for tools. Over the years I have run into a few tasks that require a few specialty tools and I want to share what I have added to my toolbox through the years.

The rubber weather-stripping along the window in a spitfire is held in place by

metal clips. These can be very frustrating to attach so I came up with my first specialty tool. I took a paint can opener and bent the end into a U, then hot glued a little piece of a magnetic business card I snagged off the 'frig. (Figure 1) The magnet holds the clip in place so it doesn't fall to the bottom of the door and it can be easily pulled into position.

Another minor task that called for some improvisation was adjusting the rear brake drums. The adjuster is a 1/4 square

drive. A coupling nut, sold at any hardware store, is intended to join lengths of threaded rod. I slipped a coupling nut into my 3/16 1/4" drive socket and then slid my 3/16 3/8" drive over it. A short extension gave me a 1/4 square socket that fits right over the brake adjuster. (Figure 2, Figure 3) I wrapped a bit of electrical tape over the sockets to hold the whole assembly together while I tightened things up.

A few additions to my kit have been off the shelf. When I had to replace my u joints, I became frustrated with my bench vise as a means to separate the joints. I went to Harbor Freight and found [this](#) (Figure 4 Figure 3)

I seem to remember it being on sale at the time; I know that they have sales and coupons fairly frequently. Right now it's 39.99.

Another 'extra strength' tool I picked up a Harbor Freight is [this](#) socket set (Figure 5)

When I look at the price today, I'd wait for a sale or a coupon. The task that I have used this for mostly is turning the engine over with the plugs in place (I don't like to run the plugs out and in more than I must) I can use this to jog the crank a bit to align the shaft splines when I am trying to mate the engine with the transmission. The socket I have pulled out fits the 1" 13/16 nut on the end of the crankshaft pulley.

Finally, in my wild spending days, I ordered this final item from Britain. (Figure 6) It is a spitfire hub puller. I

believe that there are good 'merican versions now, but when I was trying to eliminate those clicks and squeaks from my axles there seems to be some question whether the cheaper ones might warp or bend those hubs, Believe me, this baby is guaranteed to slip that hub right off the shaft with no damage. I think it must weight a good 20 pounds. Fasten it to the hub with four lug nuts and crank the center bolt and the hub will pop right off.. The cup in the foreground serves to protect the end of the shaft from mushrooming. If you need to borrow this, give me a call.

Chip



"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.

2009 KC All Brit Winners

A	Healey 1 Ted Richardson 2 Dave Wirken 3 Gary Hodson	K	TR4, 4A, 250 1 Craig Simon 2 Jerry Vinson 3 Pat Fischer	Q	2 Woody Underwood 3 Jim Logan Land Rover 1 John Middleton 2 James Melton 3
B	Bugeye 1 David Auch 2 Paul Johnson 3 Howard Cummins	L1	TR6 thru '73 1 David MacIntosh 2 Roger Baugher 3 Sandy Krug 3 Steve Boyse tied	R	Lotus other than 7 1 Bruce Heyne 2 Russ Amos 3
C	MGA 1 Mike True 2 Ken Grant 3 Gerry Cahill	L2	TR6 '74 on 1 Brad Baumgart 2 Chad Jester 3 Steve Olgren	S	British saloon 1 Walt Crist 2 Bob McAdoo 3
D	MGB/MGC chrome 1 Robert Rushing 2 Bill Davidson 3 Al Moore	M	Spitfire & GT6 1 Richard White 2 Roger Elliott 3 Ed Blend	T	Other British Sport 1 Jerry Vinson 2 Duke Samouce 3 Russ Bees
E	MGB black bumper 1 John Townsend 2 Simon Dix 3 Ken Vandruff 3 Randy Cohn tied	N	TR7, TR8 Stag 1 Robert Tucker 2 John Maas 3	U	Modified British cars 1 Terry Schulte 2 Joe Henning 3 Ken Andrews
F	MG T series and pre-war 1 Don Bonar 2 Peter Brown 3 John Boles	O1	Jag sports thru '87 1 Kris Gamble 2 Steve Williams 3 Bill Spotts	W	British cycle 1 Steve Hackett 2 3
G	MG Midget & box Sprite 1 Steve Olson 2 Phil Nicholson 3	O2	Jag sedan thru '87 1 Don Miskew 2 Art Graves 3	X	AC, AC Cobra (kits included) 1 2 3
H	MGB & MGC GT 1 Paul Briggs 2 Rick Mills 3 Bob McAdoo	O3	Jag '88 to current 1 William Eickhorst 2 Ron Henderson 3 Ed Haynes	Z	Scion 1 Fernando Mojica 2 Austin Gurba 3 Ashley Corbello
J	TR2 & TR3 1 Richard Woody 2 Tom Slaymaker 3 Larry Taylor	P1	Mini Classic 1 John Styers 2 Brian Laughlan 3 Galen Atkinson	DIAMOND IN THE ROUGH	Robert Matthys Tom Gebhart Jeremiah Randolph
		P2	Mini BMW 1 Robert Fritton		

Kansas City Dawn Patrol: Keeping the Sky Safe over Kansas City Since 1985



Dawn Patrol-Over the Field(Picture by Larry Birks)



Nieuport 11 and Spitfire (Picture by Chip)



Linda & Margaret found the shade! (Picture by Larry Birks)



(Picture by Chip)



Dawn Patrol & TR-3's(Picture by Larry Birks)



Ready for Takeoff! (Picture by Larry Birks)

TR8 notes.

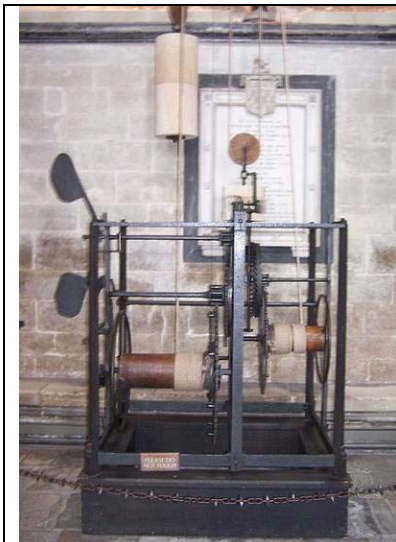
Just got my new October edition of Hemmings Sports & Exotic Car magazine and it has a decent article on a TR8. It gets most of the history correct and manages to stop just short of saying the car is ugly. This one is an ugly and uncommon lime sherbit green color and it was the exact car used on the cover of several car magazines back in the day. The owner prefers it over his TR6 for long road trips and says it is fun to autocross as well. He must like the 8 since he owns 4 of them.

I found it interesting that the article mentions a big problem with a faulty oil pressure sensor actually shutting off the "front mounted" electric fuel pump. (I suppose the fuel pump is mounted in front of the tail lights a little bit. I'm sure someone will correct them and tell them it is inside the tank.) There is supposedly an aftermarket wiring fix for this. I have actually experienced this failure and silly me, I just used a jumper wire to bypass the sender once I finally diagnosed the problem and then bought a new sensor. My only problem was believing the service manual which doesn't show the fuel pump wiring as gated through this oil pressure sender. Probably a late enhancement to protect us in a roll over accident from pumping fuel onto a fire. But of course this protection is also provided by an inertia switch that many folks say causes a lot of problems and that once it ever activates it will never work again. I use mine regularly as an anti-theft device.

But at least they got some pretty pictures of the car and reminded the public that this is a rare and under priced collector car. Then they proceeded to list the prices as \$10 14 & 18K for low average and high. And for well maintained, completely original examples this might be about right. Nicely restored and greatly upgraded cars sell on Ebay regularly for \$10K or less.

Grab a copy off the shelf at the store and read this article. Or maybe even buy it and read some of the other interesting stories.

Steve Olson



The **Salisbury Cathedral clock**, a large iron-framed clock without a dial located in the aisle of [Salisbury Cathedral](#). The clock dating from about 1386 is the oldest working clock in the world.^[1] The clock is one of the group of 14th to 16th century astronomical clocks to be found in the West of England.

...and what time is it?

Time to renew your membership!



3801 Topping Avenue
Kansas City, MO 64129

T: 816.929.3000
F: 816.929.3123

www.harvesters.org

Wednesday, July 01, 2009

Jack Edwards
Kansas City Triumphs Club
9200 East 201st Street
Belton, MO 64012

Dear Jack,

Harvesters would like to **thank you** for volunteering your time to help hungry children, seniors, and families in Kansas City. Volunteers at Harvesters do the work of roughly 53 full-time employees, so we really couldn't do it without people like you!

Together, we can work to fulfill **Harvesters' mission of giving sustenance and hope to those in need.** We also work toward long-term solutions to hunger through nutrition education, hunger awareness and advocacy.

With the help of our volunteers, Harvesters is able to provide food to nearly 60,000 Greater Kansas City residents this week, 48% of whom are members of working families just trying to make ends meet. Your efforts also help senior citizens, who might otherwise have to choose between buying food and paying for medicine, and provide food to nearly 25,000 hungry children every week.

I've enclosed the most recent list of upcoming volunteer opportunities, so I hope you will take a minute to look them over. If you see an event that you would like to get involved in, please **contact us at 816.929.3090** or **volunteer@harvesters.org**.

Thank you, again, for supporting local hunger relief through your efforts!

Sincerely,

Paula Pratt
Director of Community Outreach

a member of
**FEEDING
AMERICA**

a United Way Agency

Fury: an E-type for the masses

Editor's Note: Keith Adams, Editor of AROnline has kindly granted me permission to reprint this article written by Robert Leitch. The article is copied from the very interesting website <http://www.aronline.co.uk/>. AROnline is "the Internet's premier website for news, test drives, features, nostalgia, and production and sales data relating to the cars produced by the most important British manufacturers." I found the article through the North American Spitfire Squadron mailing list and I hope you find both it and Keith Adams's website as fascinating as I did.

Fury: an E-type for the masses



AN article by Mike McCarthy in the 3rd August 1974 issue of 'Motor' magazine described two Triumph prototypes then in private ownership. One, variously named TRX or Bullet, was a bulky two-seater tourer of 1950 aimed exclusively at the US market. It appeared to be a near doppelganger of the Austin A90 Atlantic, and seemed every bit as undesirable.

Far more intriguing was the Fury prototype, dating from 1965. McCarthy speculates as to the intent behind this graceful Michelotti-styled two-seater sports car superficially resembling a larger Spitfire. The prototype appears remarkably well resolved and production-ready – unlikely either to be a motor show concept car or a development hack. The drivetrain and chassis components are significant. Built in the same year that the TR4A was launched, the prototype uses the 2000's six-cylinder engine and MacPherson strut front and trailing arm rear suspension in a monocoque bodyshell, a first for a Triumph sports car. Other notable features were pop-up headlights and a dashboard design perfectly redolent of Canley products of the era.

The author makes mention of drawings of a Fury with a V8 engine, presumably a slant four derivative, and, perhaps more intriguingly, notes that Macpherson struts were under consideration for the rear as well as the front suspension.

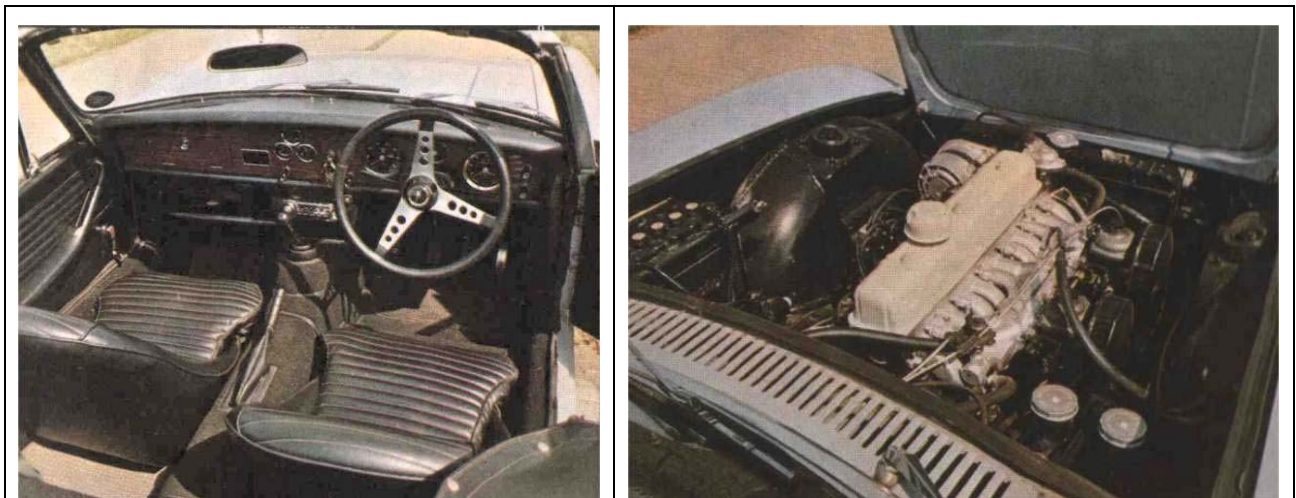
A new roadster

To any reader with a reasonable familiarity with Triumph componentry, the easy conclusion would be that the Fury represented the first step in the evolution of the Stag. The 'Motor' article correctly rejects this notion, reminding us that the later car was first conceived by Michelotti as a one-off show car at the time of the 'Innsbruck' facelift of the big Triumph saloons, and adopted for potential production by Harry Webster before ever appearing in public. Thereby did British Leyland stumble serendipitously into producing their sub Mercedes SL boulevardier...

The only credible explanation for the emergence of the Fury is that Triumph management realised, even in 1965, that the separate chassis TR, even in its evolved form, was far too blunt an instrument to remain competitive in the United States market into the late sixties. Given that even the TR4 was still underpinned by a considerable amount of Phase 1 Vanguard hardware, the opportunity to rationalise components with the then-current saloon range must have been attractive. With its very characteristic mid-sixties Triumph detailing the Fury prototype pictured conveys the superficial impression of being a 'Big Spitfire', - the chosen name reinforces this idea. However in 1965, it could as readily be seen as a scaled down E-Type, with a far broader potential appeal than the rather agricultural TR4.

Stiff competition

It is worth noting the intensity of activity in the sector at the time, as British, Italian German, and Japanese manufacturers launched new products in pursuit of American sports car buyers' dollars. 1965 was the launch year for the Alfa Romeo Duetto, Fiat's 124 Spider and Dino would follow a year later and the Porsche 911 was already well established. The quantity in which the Datsun Fairlady was selling in the United States could not be disregarded, but probably was in Coventry. Closer to home it must have been common knowledge that BMC, still a competitor, were developing a six cylinder MGB, and were shortly to cease production of the Austin Healey 3000, the car probably closest to the TR in character, both being invariably described in journalistic cliché as 'hairy-chested'.



The Fiat Dino, in particular, makes an intriguing comparison with the Fury. Although a premium low-volume product making much of its Ferrari designed and built V6, the resemblance of Pininfarina's spyder to the Triumph prototype is uncanny, underneath similarities continue, with six cylinder engines of the same capacity, and far more sophisticated interiors than the contemporary norm. The Dino 206 had a live rear axle, but the all-round struts of Triumph's wish list featured on the 1969 246. The voluptuous front and rear wings of either car may have served the practical purpose of accommodating the required strut towers.

It seems wholly likely that the Fury fell victim to the 'make do and mend' mentality, which contributed to the ultimate demise of most of Leyland's constituent marques, when it was realised that 1940s components and production machinery had no hope of competing in the second last decade of the twentieth century. The opportunity the Fury project presented to Triumph's management was to offer a product which could be produced in greater numbers, at lower cost and compete in more lucrative market sectors. The downside was high development and tooling costs in comparison to prolonging the life of the separate chassis TR series.

Missed opportunity


As we now know, Triumph chose the latter alternative. Perhaps in some ways they were vindicated in their decision. In 1968 the TR5 was launched with the 2½ litre fuel injected six-cylinder engine the Fury would almost certainly have used. Only 15 months later it was itself superseded by the TR6, whose Karmann rejuvenated nose and tail concealed mechanicals scarcely changed from its immediate predecessor. The TR6 remained in production up to 1976, and until the TR7 was by far the best selling of the series.

Although it has now unquestionably attained iconic status, the TR6 was not the definitive volume-produced sports car of the first half of the 1970s. That car came not from Coventry, UK but from Zama, Japan and mirrored the Fury prototype uncannily in proportions and technical specification. Missing the chance to beat the Datsun 240Z to the market by at least a year can therefore be added to the long list of opportunities missed by our indigenous motor industry.



Written by Robert Leitch, all pictures MOTOR magazine.

Copyright © 2002-2009 [Keith Adams](#)



Thursday 10/1/2009
Club Night Out
See you at Birdie's
 8889 W. 75th Street
 Overland Park, KS 66204


Antique Auto Club National shows in Topeka

I thought I would let everyone know about the Antique Auto Club National shows in Topeka. (all cars 25 years or older). On Friday Sept 18th from around 10 am to 3 pm at the Capitol Plaza Hotel, there will be the AACA GRAND National Car Show. This field will include only cars that have received their National First and Senior awards and some Grand National cars. On Saturday Sept 19 (same times) will be the AACA Central Fall National Car Show. There are about 8 National Shows a year, and only one Grand National Show. This is considered a dual meet, is rare in the midwest. I hope to have the Cadillac at the National on that Saturday. Let me know if you have any questions. I am the reservation person. It is free to the public and you should see some of the best restored vehicles there.

Kent Shrack

CRAIG VAUGHAN

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The [Corpus Clock](#) is a large sculptural [clock](#) at street level on the outside of the [Taylor Library](#) at [Corpus Christi College, Cambridge, England](#) at the junction of [Bene't Street](#) and [Trumpington Street](#), looking out over [King's Parade](#).. It was conceived and funded by [John C. Taylor](#), an [old member](#) of the college.

It was officially unveiled to the public on 19 September [2008](#) by Cambridge [physicist Stephen Hawking](#).^[1]

The clock was one of [Time's](#) Best Inventions of 2008.^[2]

If you can't read it... it says:

Renewal Time!

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

Club Director

Jack Edwards

jack-edwards@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 each

year) payable to .Kansas City Triumphs. to:

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

Overland Park, Ks. 66213

913/681-3202

Raguilar@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

Date Day Event Contact/Responsible Party

7/2/2009 Thursday Club Night Out

7/4/2009 Saturday 4th of July Holiday
7/11/2009 Saturday Blvd. Drive-In Theater
Steve Boyse
7/18/19/2009 Sat/Sun Lake of the Ozards
Road Trip Bob & Marilyn McBean
7/25/26/2009 Sat/Sun Carthage Car Show &
Banquet Diane Cotton & Birks

8/6/2009 Thursday Club Night Out

8/8/2009 Saturday Dawn Patrol Air Show &
Pancake Breakfast Jack Edwards & Jeff Givens
8/22/2009 Saturday Garnett Road Trip, Picnic
& Race Track Diane Cotton

9/3/2009 Thursday Club Night Out

9/5/2009 Saturday All British
9/6/2009 Sunday All British
9/11-9/13/2009 Friday Brits in the Ozarks, Fayetteville, AR Larry & Linda Birks
9/19/2009 Saturday Overtons Annual BBQ Ray & Barb Overton

Kent Shrack

10/1/2009 Thursday Club Night Out

10/10/2009 Saturday Tech Session at Foreign Car Enterprise Craig Vaughn
10/24/2009 Saturday Chili Super & Belton Cemetary Run Jack & Laraine Edwards
10/24/2009 Saturday Fat Run (MG Club Event) Diane Cotton

11/5/2009 Thursday Club Night Out (Guy Fawkes Day) English Holiday

CALENDAR
14

11/15/2009 Sunday Slot car races (Independence, MO); \$10.00/ 8 races Guthrie
11/24/2009 Tuesday Harvesters (6:00 to 8:00 PM) Larry Taylor

12/3/2009 Thursday No Club Night Out

12/5/2009 Saturday Christmas Banquet Cynthia Yin
12/26/2009 Saturday Boxing Day English Holiday

Unscheduled Possibilities

Harley Davidson Plant Tour (9/1:30 weekdays)
Sadlers Indoor Racing-cart racing inside-325 Mur-Len Rd.
2010 Southwest Regional Oklahoma City April 29/30 May 01/02, 2010 Sponsored by COVTR



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