
	<h1 style="text-align: center;">Kansas City Triumphs Sports Car Club</h1> <div style="display: flex; justify-content: space-between;"> Volume 32 Number 3 May 10, 2010 </div>	
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DIRECTOR'S DRIPPINS XVII



I still have my top down, and am anxious for a drive. Meantime I am waiting for my head to be reworked. Yes, I blew my new head gasket within less than 10 miles. It wasn't the head gaskets fault; it was trying to use a clear plastic heater hose! They melt rapidly and you car gets very hot fast!! I have replaced the heater hose and have it all ready for the head; maybe I can get that ride this weekend. I have got to attend 2

of our driving events, thanks to my son and Doug Lyman. I drove my sons Solstice to Olpe. It was a struggle having to deal with power windows, cruise control and all the other modern improvements. Last week Doug let me drive his TR4 to the Lutheran Church to give the kids a ride in a real sports car. That was more like it, I didn't have to mess with any of that modern stuff.

I promised last time to tell you the rest of the story about my dealings with The Danish Triumph Buyer, it is not over yet! The first car that he had found on an English web site turned out to be a scam. He found a TR4 in Denmark to buy and decided to buy a TR4A that he had seen in a newsletter I had sent him from the Colorado group's news letter. He negotiated the price with the seller and found a company to handle the shipping. Then the seller decided she didn't have time to mess with it. He contacted

me again, we are becoming good friends, and we are invited to visit him next time we go to Germany. I am now going to be his representative here to help purchase the TR4A. He is very interesting, his business is wall paper the company began in 1849, and he is the 8th generation of his family to run the company. I doubt if any of us could afford to use his paper! We have exchanged pictures of our cars and I have got to know his secretary well.

We have had several events with good turnouts so far and only had to cancel 2 so far, even with all the bad weather. See the articles about the events in the news letter. We will be producing some note cards to sell from the art contest; the proceeds will go to John Maas's School. The kids will be selling them also.

Don't forget to drive your LBC's May 29 through June 6. Check your calendars we have some great events coming up.

Jack

ps: Check the next news letter to see the conclusion of my adventure with the Danish buyer!

Editor's Notes

My engine rebuild proceeds at a very slow pace. It seems there is another obstacle each step, but, (so far), I have triumphed over all... of course, those triumphs have been mostly over my inexperience!

I had trouble fitting my thrust washers until I found that a bolt from my engine stand was interfering with the longitudinal motion of the crankshaft

I stripped the threads from the rear engine plate whine attaching the oil pan. Rather than depend on a helicoil, I took the plate to General Mill

Machine Shop Inc 2021 West Pennsylvania Avenue, Kansas City where they inserted a steel sleeve (a press fit insert).

My current hurdle is the legacy of the dear previous owner. I have determined that the manifold clamps are 'custom'. The exhaust header has stand offs that the stock manifold clamps do not accommodate:



I wish I knew the story on the header, it's definitely got some unusual attributes.

In any case, one side of the clamp was ground down to fit the standoff.



The left is the 'custom' clamp, the right stock.

At some point in the distant past... a stock clamp was fitted (in a manner of speaking). I want to replace the stock until with one machined to fit properly' So I am in the process of figuring that one out.

I have discovered a couple of interesting resources .

There is a vendor who manufactures solid alloy thrust washers to order and claims that his product is superior to stock. Stock thrust washers are copper clad on their bearing surface;

his are solid alloy (word of the day: [Tribologist](#).) Another vendor of interest manufactures steel sealing blocks to replace the aluminum blocks at the front of the block. This vendor claims that the stock block, being aluminum, is under engineered. The claim is that

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

One of my objective is my rebuild is to pinch pennies so I’m going with what I got this time, but both products sound worth the investment.

Well, on a less personal note, our contributors have really come through and given me the ingredients to mix up a great newsletter. Look for a confession by Ed Curry, a report on the Chicken Run by Ed Blend, more technical tips from Steve Olson, VTR coverage from the Woody’s..trivia from Paul, GREAT art from the kids at Bethlehem Lutheran School, Jack wrote up an article on the evening at Harvestors..and, as they say.. but wait, there’s MORE!

Chip



We would like to welcome the latest new members to the Kansas City Triumphs Sports Car Club:

Bill and Kathy Carlsen, 1967 Triumph TR-4A

Harrelson Collision Center, New advertiser

Jeff and Denie Neathery, 1967 Triumph Spitfire

Jeremiah and Deborah Randolph, 1969 Triumph GT-6+, 1970 MGB & 1980 MGB.

Welcome and happy motoring.....



TALES OF SPITFIRES AND A MIS-GUIDED YUTE

Mine was not the coming-of-age depicted in *American Graffiti*. Think more of *Saturday Night Fever*. And so I take this opportunity to repent for personally bringing to end two TR Spitfires in the “young and stupid” days of my life. Although I was not the driving force (pun intended) in either situation, I sealed their fate just as if I had raced them lacking any precious engine fluids. Keep in mind that the passing of these TR’s was of little consequence (or value) at the time of occurrence.

The first was circa 1969. A BGR, Mark I had “Hit the Street”. At that time, in a bleak urban setting, a car was considered fair game once the wheels were gone. If it had literally hit the street, meaning that it was absconded by someone who presumably made off with the wheels, it was now fair game for the locals to scavenge whatever else could be unbolted at the midnight hour. Midnight was important as it coincided with the police shift change. Even if encountered by the few remaining police unfortunate enough to be assigned the Graveyard Shift, vultures, picking over the bones of a derelict on the street, would simply be told to get lost. The understaffed police in this bankrupted city understood the rules of the street. So many stolen cars or those abandoned in insurance scams littered the streets that enforcement or removal was low priority. Keep in mind the era. Sections of this once great city burned for years as abandoned buildings were continually torched. Assault and murder were at all-time highs. Car theft and abandonment were considered low priority crime. There I was. Armed with the scant knowledge that an undamaged Spitfire “Bonnet” could bring big bucks at the local foreign parts junkyard. With a naive younger brother shanghaied for the occasion and moonlight as our guide, quick work ensued. The next Saturday morning, with said Bonnet tied to the roof of Dad’s

Oldsmobile, off we went. Our foil was the wise old junkyard maven who may have encountered a few novices in the past. We were sternly questioned as to the origin of said Bonnet and told he did not trade in stolen goods. After standing my ground and sticking to the cleaver story that I “just found it” the sum of \$75 dollar was offered. Although crest fallen (I had hoped for \$100), I realized that a quick conclusion to this episode was in my best interest.

A decade later but non the wiser, I acquired a beautiful 1976, French Blue, Spitfire for \$500. The timid original owner was terrified at the prospect of repairing a chattering engine. After replacing a hung valve (\$20), a valve job (\$80) and some TLC to the brake system, I had a very presentable asset for sale at the princely price of \$1,800. Triple my investment! Along comes an old college buddy of my older bother who expresses interest. Apparently still young and stupid, I attach tags from my daily driver to the unregistered and uninsured Spitfire asset and allow old college buddy, who is now fully tanked with an afternoon of Ballantine, to take a spin by himself. BAD combination! The poorly bled brake system (my doing) locks-up one wheel, causing asset to fly off the side of curvy county road, flip over and land balanced on windshield pylons and rear antenna. God protects drunks and babies, so old college buddy runs off into the woods never to be seen again. I arrive on the scene about the same time as a crusty old tow truck driver who informs me there is no way to rollover the miraculously undamaged body without crushing one side. Shortly after a very large State Trooper with an impressive Smokey hat shows up and questions the dubious registration, swapped tags, lack of insurance and missing crash dummy of Spitfire asset, which is quickly becoming HUGE liability.

After months of fast talk, letter writing and big fines, I manage to keep my driver's license. The lost investment of \$600 plus multiple State levied indignities is still a sore spot. You would

think that I'd never go near another LBC again but I'm somehow addicted. So here I am in the Kansas City Triumph Club hopefully a little wiser for all of my past mis-deeds. – ED

Craig's Workshop: Restoration steps

Craig took us through the steps to a complete frame up restoration. They had a TR4A frame they were doing, with some rust. Craig showed us how they puddle fill them, when necessary make plates to strengthen where needed, then powder coat when completed. (Note: VTR will deduct points for a powder coated frame, in concurs judging) Craig then showed us how they do the fit on the body (on frame) before painting. He explained the importance of letting the prime & metal cure prior to painting (2 to 3 weeks) They would rather cut the parts needed out of a parts car than use what you get for replacements. They use a lot of sound deadener padding, except on the floor pan, where you need to be able to remove the carpets if it (when) gets wet. We went outside to look at 2 parts cars to see what they had used in them. Craig showed us his portable spot welder; they had measure the distance between welds so you couldn't tell it from the factory welds.



Seven of the group attended plus the owner of the TR4A and the owner of a Jag Craig had done. Craig said that their usual place to start on

price for a restoration was 25K. Richard Woody said that was reasonable after doing his own TR3 last year, Miss Billie had brought doughnuts and coffee for the group. Chip shot several pictures for the article.



If you haven't gotten to any of the work-shops at Craig's you are missing out. He is doing a great job, and each one gets better. We have 2 more work-shops scheduled for this year, so you still have a chance to get to see what you have been missing.

See ya next time

Jack



John Maas Memorial Drag Race!

John Maas' Birthday is June 4th and this year June 4th is a Friday! But that won't stop us from attending **Grudge Drag** on June 2nd at Kansas City International Raceway at 8201 Noland Rd Kansas City, MO 64138-5267.

The gates open at **6:00 p.m.** and the lights go out at **10:00 p.m.** **\$10.00** gets you in as either a spectator or \$20 and a helmet makes you a racer. I will have extra helmets if you need one.

We will have a **canopy** set up on the North end of the pits. We will supply **food** and cool refreshing (non-alcoholic) **beverages. Bring bag chairs, cameras, and a side dish if you wish.**

Come see a battle of the TR-8's.....will Steve Olson push his 8, will Richard Woody win out with his TR-7 gears, will John Maas be able to hook up and take a hole shot to victory, or will it still be on stands in the shop? Did you know that the TR-8 was originally designed as a Hybrid? It burns both gas and rubber.

Are TR-3's quicker than TR-6's? If you don't have a Triumph or it isn't ready, bring something else. I am anxious to see if the newly replaced brakes on my GMC will pull it down safely from blistering 1951 speeds.

Please RSVP to jnmaas@sbcglobal.net by June 1st.Wednesday,

***Wednesday, Wednesday.... Be there!**
Triumph, GMC, Birthday drag racing action. Be There!*

Snakes Alive!



The Cobra Cruise was a lot of fun. We toured south this time and finished at The Bass Pro Shop where we had lunch at Jason's Deli. Several members enjoyed a cool ride with top down. Jay Smith, Steve and Sandy Boyse and Richard and Ann Woody completed the fifty mile trip to represent the Triumph Club. There were 45 cars total with many other British makes in attendance.



Richard & Ann Woody

Art contest and seatbelt safety rides



Seven club members came to the club sponsored Art contest and seatbelt safety rides. This is the second year for this event and it is a lot of fun. The kids and adults love going for rides in the little cars, hearing the exhaust, zooming around corners, trying to figure out what all of the switches do on the dashboard. They had a great time researching and learning the names and characteristics of the different Triumph models. The girls also learn the Triumph girls oath. "I promise to never date a boy who drives an MG." So far none of them even know what an MG

looks like but they can tell a TR4 apart from a TR6. So a big thank you from all of us at Bethlehem Lutheran School the leading school for the study of all things Triumph.

Here is a copy of the article we submitted to the Raymore newspaper.

The Kansas City Triumph Sports car Club sponsored a Triumph Car Art contest for the students at Bethlehem Lutheran School in Raymore. The students studied the different Triumph sports cars and then drew and colored pictures of their favorites. Members of the car club judged the pictures and awarded trophies and candy bars to the students. The students also became honorary members of the club and received club membership cards and certificates for participating. The club plans to have cards printed using the winning drawings and sell them at car meets with the proceeds going to Bethlehem School. After the awards were handed out members of the club gave the students rides in the Triumph cars. They talked to the students about the importance of wearing seatbelts every time they ride in a car.

John and Nancy Maas



TRIUMPH TRIVIA - Paul McBride

1. Name a famous actor that raced Triumph motorcars.
 2. Rack & Pinion steering appeared first on which Triumph model?
 3. What was the factory code name for the Triumph Spitfire?
 4. The first Triumph motorcar, not bicycle or motorcycle, appeared in what year?
 5. One of our club members owns the first TR model that featured fuel injection. Who is he, and what is the model?
 6. The speedometer and tachometer on the L.H.S. TR3 switched positions in 1958 with the speedometer closest to the passenger. Why?
 7. The acronym "SU" as in SU Carburetor stands for what?
 8. What two non-British production cars used a Triumph engine?
 9. In what year did the Union Jack appear on the rear wing (fender) of the TR6?
 10. Triumph used "ROStyle" wheel covers on USA TR250 and GT6+ models. What did the "R.O." stand for?
-

South Central VTR



The event was hosted by the Oklahoma City Triumph club with 72 cars in attendance. Craig and Kyle Simon and yours truly made the trip down Route 66 with Detroit Club members (and former KC member) Tamara and Pat Barber. The rain held off until the Sat. Car Show with just light occasional showers all day. Graig won the funkana and took second in the car show. They were all excited to see his TR5PI, some had never seen one before. The VTR will be in Boulder Colorado in 2011 so lets make plan to be there.

Richard Woody

Treasurer's Report

COMMERCE CHECKING BALANCE 1/1/10		\$2,194.07
INCOME		
Advertising	\$90.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$90.00	
Membership Dues, Renewal	\$0.00	
Other Inc	\$113.00	
TOTAL INCOME		\$293.00
EXPENSES		
Administrative Supplies	\$48.44	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$200.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$219.26	
Gifts, Awards	\$54.00	
Gifts, Misc	\$66.98	
Insurance	\$150.00	
Misc.	\$105.21	
Newsletter	\$29.97	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES		(\$873.86)
COMMERCE CHECKING ENDING BALANCE 04/30/10:		\$1,613.21
CASH BOX		\$35.00
TOTAL KC TRIUMPHS CLUB TREASURY 04/30/10:		\$1,648.21

Secretary/Treasurer: Bob Aguilar

3rd Annual Lawrence All British Car Show • 10 am - 2pm

Sunday, June 13th, 2010 @ Hy-Vee parking lot, next to 23rd St. Brewery
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July 17, 2010, 1:00 p.m. weather permitting

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August 21, 2010, 1:00 p.m.

Sound Control Mat weather permitting

Learn how and where to install the Sound Control Mat to give you the quietest ride. Sound control mat is designed to dissipate vibration created by the engine and dramatically reduce road noise.

Be sure to mark your calendars, post to your website and e-mail your club members to drop by for the session, as well as cookies and free prizes!

See you there.

Connie Ridgway

Wedge Words



I was recently reading Moss Motors' newsletter and enjoyed an article on an economy run. It got me thinking about when we did those in the early 60's right here in KC hosted by SCCA as I recall. I drove a Corvair back then but Triumphs were commonly among the winners. We would

meet at some gas station that was closed for business. Back then most every business was closed on Sundays. Each would take our turn to fill up at the pump and squeeze in every drop we could till it dripped out the filler opening. And we would pay for that gas ourselves. An official would apply some colored masking tape over the filler as a tamper proof seal. After that we would hand push our cars to the parking lot staging area so as not to burn any fuel. As cars were sent off with route instructions at half minute intervals we would push our cars closer to the starting line. When it was our turn we would finally start the engines and ease off as gently as possible.

The trick was to try to catch all the traffic lights green, coast down hills if possible, get into high gear quickly, and stay on course. Speed was kept well below posted limits but you had to complete the course in no more than a certain time. I'm amazed but I don't think anyone ever cheated. When we returned, an official filled our tanks and put in all the gas that he could fit. The course length was known so the math to calculate MPG was simple. I don't recall how the classes were made up but probably it was just based on engine displacement. I recall my Corvair was in the same class as the big Healey.

These events were common and the legend was that a TR driver named FOX took them seriously. That may have just been his nickname. He would supposedly travel to out of town events towing a trailer behind his TR and get some local gas station to let him use their shop overnight. Using their lift he would replace the lubricants in the engine, the transmission and the rear end with lighter weight oils. He would wash and repack the wheel bearings with just gear lube. He would swap the tires and wheels for the slicks he brought along and air them up to ridiculous pressures. He would then install the aluminum belly pans that he had made especially for his car. Of course he would switch to smaller carbs and place fine screens under them to better mix the fuel and air. He would advance the timing. And there were

other tricks I have probably forgotten. All of this legend came to me at least 3rd hand but I'm sure most of it was based somewhat on fact. I don't remember what kind of economy numbers he achieved but I'm sure they must have been huge.

Today we don't hold events like this. They are too much work and we are all too lazy. And it is hard to find a gas station that is closed on Sunday or one that would give away the fuel to top off our tanks at the finish. But it is fun to try to remember the old days.

Steve Olson



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The Annual Olpie Chicken Run

The third annual Olpie Chicken Run was on the 24th of March. It threatened rain all day, but we at least got there dry. Coming back was a different story. It started raining south of Ottawa and continued pretty much the rest of the day. I chickened out (appropriate term for the chicken run) and drove my real car because I was afraid of the rain, and I can now say that my Spitfire has not seen rain for about six years. At least I did put the top down for a little while on my Sebring. Jack also drove his son's Solistus, not because of the rain, but because his TR had a blown head gasket.

It was a very nice drive down, we met up with the MG guys at the McDonalds in Garnet and headed south from there. We stopped for a liquid break in Burlington, Kansas, about half way there, some of us did a little antiquing at a local store. One of my buds, who was with the MG group, got a vintage Schlitz beer stein for a really great price. What a find, his son is the local Schlitz rep and he gave it to him as a gift.

In Olpie we met up with a Wichita club and some people from Topeka. There very well may have been 50 cars there, I did not count, just a guess. And, what more can be said for the chicken. It was fabulous. I personally don't like chicken,



but this was so good I had seconds. The best part is the price, less than \$10 for all you can eat and that included tax and tip.

After lunch we had a schmooze session with the guys from other clubs at the Chicken House. There was a very nice array of cars to look at and talk about. Many of us left for the rainy ride home but a few stayed for the driving festivities in Olpie. One was tossing a small sand bag into a bucket while driving in circles around the bucket and another was a ring toss using fan belts from 10" long to a good 5' while driving your car. The object was to ring a traffic cone.

I am going to mark this car trip for next year, hopefully the weather will be better and the chicken just as good.

Ed

TRIVIA ANSWERS

1. Paul Newman
2. Herald
3. Bomb
4. 1923
5. Craig Simon/ TR5 PL
6. So the navigator when rallying could better see the odometer
7. Brothers George & Carl skinner formed "Skinners Union" and produced the first carb in 1904.
8. The Saab 99 and the German Amphicar.
9. 1973
10. Rubery Owen

Harvester's

Tuesday, March 30 we met at Harvesters. The Keller Williams Southland Office joined us again as a joint venture.

Each time they have a different job for us to do. This time we sorted various drinks that had been donated. We had four different categories to sort, juice, sport drinks, water and soft drinks. It was nice to see that more juices were donated than any other type. Soft drinks came in last place. Time goes by rapidly as you are working



with friends for a good cause. Having 4 extra people from Keller Williams helps with the work load on everyone.

The total project amounted in sorting the drinks, boxing them by classification, weighting the boxes according to what they held, stacking the boxes on pallets, and then labeling and coding them. After a few minutes we had sorted ourselves out to what was comfortable for each person. Linda Birks was preparing boxes, Steve Olson and Gary were weighting boxes, Ed Curry and myself were stacking and labeling boxes. Laraine, Chip, Larry, Bill & Debby Kienny (KW) and Bob & Debbie Surber (KW) were sorting and boxing, they also had to wash them if they were sticky. We had 3 or 4 completed pallets and 4 more that weren't filled. A filled pallet held 72 boxes. Harvesters then wraps the boxes with plastic wrap and stores them in their warehouse.

Several of us that had not eaten met at Gates BBQ. When you get home you are among the tired and dirty, but feel great from knowing you have helped someone less fortunate! To get to know this feeling all you have to do is join us the next time.

Thanks to all that participated, I hope I didn't miss anyone.

Jack

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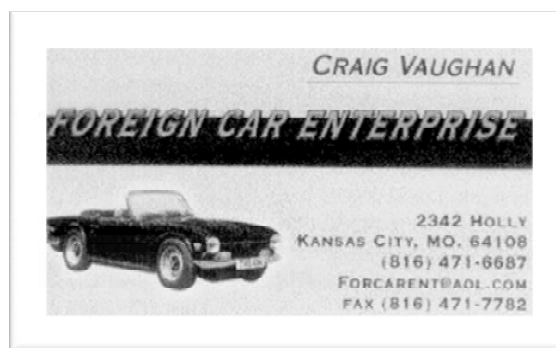
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WEDGE WORDS: Shedding light on the subject

I wanted my TR8 to be more visible to drivers behind me when I slowed or stopped. I didn't want to spend a fortune. And I didn't want to make permanent changes. First off I swapped the brake light bulbs for GE Night Hawk models which are about half again as bright. These were once available at Walmart about the same price as regular replacements. They are no longer carried there but must be available online somewhere. I liked the improvement but still wanted more.

So I came up with a third, high mount brake light that I think does the job nicely. I bought an LED clearance light assembly made for trucks and trailers again at Walmart for around \$8. These are available lots of places.

To mount it without doing any drilling, I got a piece of aluminum 1 angle at the hardware store. I cut a piece about a foot long, long enough to



reach between the middle pop riveted snaps on the back of the top below the rear window. Using my vice and a hammer I closed up the angle a bit to face the light directly rearward. There was room for 3 of the lights and that was my original plan but decided that looked gaudy. One light was plenty to get noticed and saved me \$16. So I trimmed the vertical section of the angle down to just the size of the one light. I drilled holes for mounting and to allow the wires out the back of the light. I also slotted the

bottom of the angle to make a space for the wires to enter the car. I drilled out the two pop rivets. Once I slid the bottom of the angle and wires under the top and replaced the pop rivets with new slightly longer ones I was nearly done. For some reason I blew another \$2 on a 2 wire connector to make the whole unit easier to remove. With the wires now inside the car I located a convenient ground and tied into the brake light wire.

All told I had less than \$15 invested plus some of my time. Designing and engineering and

fabricating the first one took several hours. But now I could build another in a couple hours and have time left over to enjoy a beverage. I would probably use 1 1/4" angle next time. I didn't bother to photograph the project before I installed it and now I'm too lazy to drill out the rivets just to get a photo. I'm hoping just the view of the finished installation and the description will be enough for you to get the idea

Steve Olson



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816/348-0773

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

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

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

Robert Aguilar, Sec.-Treasurer.
12713 W 119th Terr
Overland Park, Ks. 66213
913/681-3202
Rgaguilar@aol.com

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

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

CALENDAR

Kansas City Triumphs 2010 Calendar of Events

<u>MAY:</u>		<u>JUNE:</u>	
<u>1</u>	<u>Lutheran School Drive</u>	<u>3</u>	<u>Club Night Out</u>
<u>6</u>	<u>Club Night Out</u>	<u>13</u>	<u>Lawrence All British</u>
<u>8</u>	<u>Cobra Cruise</u>	<u>11/12</u>	<u>Heartland Reg Show</u>
<u>9</u>	<u>Lawrence Swap Meet</u>	<u>13</u>	<u>Lawrence All Brit</u>
<u>15</u>	<u>Workshop @ Craig's</u>	<u>18/19</u>	<u>Smith Museum</u>
		<u>26</u>	<u>Adrian Tractor Pull</u>
		<u>26</u>	<u>MG Club Blues & Cruise Night</u>
		<u>27</u>	<u>Art of The Car Show</u>
<u>JULY</u>		<u>AUGUST</u>	
<u>1</u>	<u>Club Night Out</u>	<u>3</u>	<u>Harvester's (6-8)</u>
<u>3</u>	<u>Airport Sock Hop</u>	<u>5</u>	<u>Club Night Out</u>
<u>10</u>	<u>Drivein Night</u>	<u>14</u>	<u>Lake Garnett Picnic</u>
<u>17/18</u>	<u>Lake Trip</u>	<u>19/22</u>	<u>Heartland Races</u>
<u>23/25</u>	<u>Carthage Show</u>		
<u>SEPTEMBER</u>		<u>OCTOBER</u>	
<u>2</u>	<u>Club Night Out</u>	<u>3</u>	<u>Lawrence Show</u>
<u>4/5</u>	<u>KC All British</u>	<u>7</u>	<u>Club Night Out</u>
<u>11</u>	<u>Overton's Picnic</u>	<u>9/10</u>	<u>Rocheport Trip</u>
<u>17/19</u>	<u>Fayetteville Show</u>	<u>20/24</u>	<u>VTR NAT Show</u>
<u>18</u>	<u>Shrine Swap Meet</u>	<u>23/24</u>	<u>Fat Run</u>
			<u>30 Chili Super</u>
<u>NOVEMBER</u>		<u>DECEMBER</u>	
<u>4</u>	<u>Club Night Out</u>	<u>11</u>	<u>Christmas Banquet</u>
<u>13</u>	<u>Workshop @ Craig's</u>		
<u>23</u>	<u>Harvester's (6:00-8:00)</u>		