



Kansas City Triumphs Sports Car Club

Volume 32 Number 5

Sept 5, 2010



Coming Attractions!

The Annual BBQ Pot Luck at the Overton's

If you haven't already, and plan on attending,

RSVP NOW.. RayOverton: 913-894-9326



Thank you, Schlitz!



9th ANNUAL

BRITS *in the* **OZARKS**

University of Arkansas Agri Park
Fayetteville, Arkansas

September 17 & 18

Details Within!

Club Officers 2009/2010

<p>Director: Jack Edwards 816.348.0773 jackhedwards@gmail.com Assistant Director: Ed Blend 913-897-2348 edblend@sbcglobal.net Secretary/Treasurer: Bob Aguilar 913.681.3202 rgaguilar@aol.com</p>	<p>Historian: Paul McBride (co-founder) 913.441.0499 pmcbtr3@everestkc.net Advisor/Publicist: Gary Davis (co-founder) 913.441.2733 gdr3@msn.com Newsletter Editor/Publisher: Chip Kigar 913.894.8538 Ckigar@Hexnut.us Membership Director: Stephen Boyse genobuf@aol.com</p>
<p>Annual Dues are \$30.00 To Join, Pay Dues or for an Address Change, Please Contact: Bob Aguilar 12713 W 119th Ter Overland Park, KS 66213</p>	<p>Please Send Newsletter Articles to Ckigar@Hexnut.us. ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)</p>

<http://kansascitytriumphs.com/>

Directors Drippins XIX

I must be getting really old the way the time is flying by! I know none of you have that problem. I have actually made it to 3 of our driving events, the drive-in, the show at Carthage and the races at Heartland. I missed going to Garnett because of starter problems. I finally ended up putting on a new hi-torque starter. It really made a difference. Everyone that went to Garnett told me what a great job Steve and Sandy Boyse did on planning and executing the event they will be doing e-vites for all our upcoming events. I really want to thank Larry and Linda Birks for hauling everything to and from the Heartland Races. They have all their remodeling completed, so maybe we will see more of them for awhile. We had a smaller group work at Harvesters, but really sorted a lot of food. There were several cases of gourmet olives, not a necessity to most of us, but a great treat.

We are sharing our newsletter with several groups now. This has expanded our knowledge of what other groups are doing, sharing of

articles and ideas. Reading the St Louis newsletter last week, I read an article and thought it sounded familiar, turned out it was from our newsletter. Chip is including the newsletter from Denmark, my friend Anders' is forwarding to me. If you can translate it let the rest of us know what is going on there. We are having a contest, starting now to come up with a name for our newsletter, send all your entries in to Chip. We are designing a new front page, in the center will be a prominent box listing all the upcoming events for the next 2 months. This will have more information about the events than the calendar does. If you have any suggestions send those to Chip also. We also need suggestions on what charity we want to present the 50/50 money to this year.

Several members have said they felt the directors were being standoffish at club night out, by all sitting at one table and ignoring them when they come in. There is a reason for this and we are not being standoffish, we are trying to complete our meeting. You are all welcome

to join us if you come in early, if you do please listen in and comment if you want, just don't expect us to visit till we finish. I try to get around and catch up with everyone after we finish. Two of our new members attended the races last week, watch for them at club night out and get to know them. It seems like our new members are all Spitfire owners. Remember that if you know any school age people that are interested in sports cars, there is no membership fees for them as long as they are in school.

We will have a short business meeting at the Overton's annual picnic. We have written a new Constitution and By-Laws and will present them then for approval. If you have a favorite picture of you and your car or cars submit them to Chip and we will get the Gallery filled on the web site.

Keep your Triumphs on the road! (I'm trying)

Jack

Editor's Notes

Another great summer of Triumph Club events. I didn't get to as many as I would have liked to, but there is only so much fun a body can take. Don't forget that next weekend is THE highlight of the social season, the BBQ at the Overton's. If you have not responded, call NOW, Ray needs to know so he can order the main course.

Miracle of miracles, my spit has been (virtually) trouble free this summer and has been doing limo service for hauling my pup to the dog park at Stoll Park. I attach her leash to the car and she puts her paws on the window sill and enjoys the breeze and all of the attention.

The Vintage races, which Jack reports on within, were a lot of fun. I didn't quite trust my car for

the drive as I am still increasing my radius of confidence and Topeka was a bit outside of the circle. It was a lot of fun seeing all the vintage iron in the pits and on the track. I did chat with a gentleman who was watching the races and asked him about his ride. He didn't have a LBC; he still was driving the Peterbilt that he had purchased new when he returned from his hitch in Viet Nam. He told me that he had paid for it several times!—along with fresh paint jobs and new engines through the years. He told me he had 'fixed it up nice' and got a lot of attention when he pulled in to a truck stop.

Chip



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

Welcome to Stephen Randolph (student member), 1970 MG-B GT & Triumph GT-6+ Welcome and happy motoring!.. And, in the dog division, meet Jack's new Bonnie:



HEARTLAND VINTAGE RACES AUGUST 19-22

Gary Davis, Steve Boyse, Larry Birks and I got to Topeka about 1:30pm. Gary had actually gotten there Wednesday night; you will have to ask him why he got there that early. Larry had come by my house and we had loaded his Yukon with 20 cases of water, chairs, tables and coolers. I just couldn't get it all in the TR's boot! We then stopped at Steve's and loaded more in. Don't ask us how we got to Topeka, we used Larry's GPS part way then switched over to Steve's and when it sent us North instead of South we used the seat of our pants, and finally made it. We got Larry unloaded and set up the tents and sent him back to Harrisonville. We got the coolers loaded and went after ice, at least once each day.

There really wasn't any racing going on Thursday, but we did have some visitors from St Louis and Chicago, Lawrence and Topeka really didn't count, they were there first. Friday was busier with racing and various reports of Kaz spot tings. These continued throughout the 4 days until Sunday. When we got to the tent Sunday morning we were informed Kaz had visited and left before we got there. We did get to see him present the winner the cup!

There were some very interesting cars to see; a 1950's MB that had run in the Pan American races 4 times; A Lola Ford that won every time he ran; a 1932 Studebaker Indy car; Prather's stable, his MGA runs very well; a newer Astin Martin and many others. The cutest was a mini pickup painted like a jig saw puzzle with bright colours. We didn't get away from the tent much Thursday or Friday. Saturday we had plenty of help and started to get out more. We all got our cars washed by the cheer leaders at least once and furnished them with ice water. Sunday was the dig race day for the Triumph people. The Triumphs that raced Saturday really surprised us


Sunday with the way they could run and were driven. Most of the Triumphs racing were TR4's only 1 or 2 TR3's several GT6's and one fiber glass bodied TR3. The TR4 that won Sunday was driven by an Englishman and had been one of the competition cars Kaz had run in the day. The race will be held in California next year. The driver that announced that had come in second; he wasn't running his own car. They had had to replace the engine and couldn't get it done in time to get it to Topeka. There were 19 Triumph's that ran in the Kastner Cup Race; I believe 17 of them made it all the way.

I had hoped to take the drivers school Thursday, but couldn't without a roll bar, Cecil Wise ran his Mini and didn't need a roll bar. I did get to go out on the track Saturday in a Toyota Matrix, Ed and Irene drove the Spitfire through some tricky driving Ed was able to get ahead of the pace car, but not for long! He can give you all the details. Riding around makes you appreciate more what the real drivers are doing on the track. We did get up to 75 on the straight once, we could have done better but the Volkswagen ahead of us didn't know anyone else was on the track and kept us pretty well blocked and slowed down.


We were told that all the Triumph's would be out on the track at noon and then before the Cup Race, and then it was after and it never did happen. The races were organized well, but the rest of the event was sort of loosey goosey! Really for the first time it wasn't too bad, will be better next year. Bill Fisher had done a good job of organizing the corral area. The attendance was much lower than they hoped for, they need to advertise more, O Reilly's let the ball down there; their stores didn't even know they were selling tickets. Hooray! We kept everyone hydrated with plenty of ice water and even some

cold beer for those that requested or furnished it. The club didn't buy any beer; it just seemed to appear in one of the coolers? We had a good time and made some good friends from St Louis and Illinois. We should be better prepared ourselves next year if it continues. Thanks to all those that came and helped, I was going to list everyone but I didn't keep that good a record of who was there. I do want to thank Larry and Linda Birks for hauling everything there and back, and Larry and Steve for being there the whole time.

Jack

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Mike Parker
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<div> F R E E </div>		<div> B E E R </div>
Schlitz will be providing a Gusto Guy as a bartender and FREE BEER at the Barbeque! THANK YOU, Schlitz!		

Garnett Lake Picnic

Finally! A break from excessive heat warnings and time for a drive! Around 24 cars and about twice that many people took advantage of perfect weather for a day trip to Lake Garnett.



Triumphs, Cobras, MGs, one Austin Healey, and a few other British and non-British cars arrived at the Lake right at noon. Following a drive around the old SCCA course, we gathered for pleasant conversations in a stone-pillared shelter while eating picnic lunches ranging from gourmet sandwiches with wine, to soda pop, granola bars, and grapes. Ron and I were the least imaginative with whatever pre-packaged items we had on hand.

En route, the group was tested to prove the old saying that “everyone always gets home,” or a slight variation – “everyone would make it to the picnic.” At the turn off in Louisburg toward Garnett, Jim and Elaine Hagar’s 1953 Porsche conveniently stopped running near a parking lot. As we pulled up to the turn, we spotted the orange Porsche in the lot with the rear engine hood up. Someone pulled off to help, and within minutes, the whole group filled the lot. What camaraderie and support!

Turned out it was an easy loose-wire-fix on the auxiliary fuel pump and we were on our way in less than 10 minutes. Ron also suggested that the long-term solution was for the Hagers to drive their Austin Healey 100. (We like Healeys and our TR3.)



It was a perfect trip, just long enough to get out of the city, breathe some fresh air, and enjoy the company our friends and fellow car enthusiasts. What better way to spend part of our weekend!

Susan Ray



WEDGE WORDS

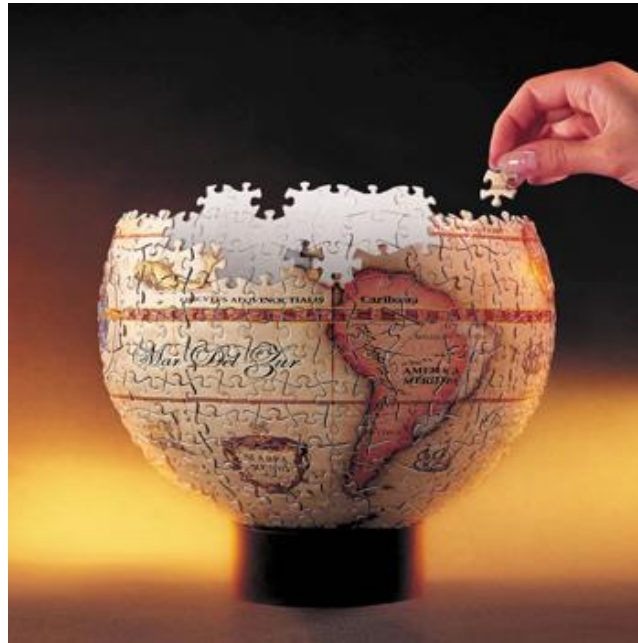
In planning for a lengthy road trip, Ontario Canada in the Midget, I decided to take one step more into the 20th century with a GPS device. I had some store credits from Best Buy so I knew where I would be shopping. And I owned stock in Garmin so I knew

what brand I wanted. A while back I had seen Garmin stock prices drop nearly half so I put in a buy order for a bit below market and hoped to grab a bargain. Sure enough I quickly became a proud owner. Over the next few months the price dropped another half and has stayed there ever since. This is typical for my investments. But now

I needed to choose a model and I knew nothing about GPS. I saw an ad from Target for a Garmin that seemed to have good features and I knew Best Buy would match that advertised price so off to the store I went with my credits and the ad to do the deal.

Once home with my new purchase I noted the owner manual was as thinner than a super model. And half the pages were the Spanish version. Not even a word about how to turn the dang thing on! So it was to be trial and error but I suppose the maker thought it was too simple to need explanation. And for the most part it has been simple. Trying to find the way to

change from miles to kilometers took lots of menu browsing as this isn't located where I thought it should be but we eventually figured it out. After trying several of the different voices and languages we settled on British since the enunciation seemed clearer.



And my wife said I should choose a male voice since I had issues with a woman telling me what to do. So Daniel became our navigator.

Around home we played with the device and since I know the area and take back roads that cut off a few miles or avoid traffic

congestion, Daniel spent most of his time **recalculating** and I kept telling him I wouldn't take his advice to make U turns. At least he never gets mad and screams back at me.

But on the highway he managed to take most of the load off my real live navigator. And I didn't have to ask her repeatedly what the next town was or how far to the next turn. And he verified that my speedometer was spot on most of the time. In the USA he usually knew the correct speed limit if I forgot to look at the signs. He offered suggestions about where to find food or fuel and could guide me to those places. And when I got off his prescribed route he could always find a way to get me back on it. That

meant I could concentrate more on driving in city traffic without having to mentally log where I had been so I could reverse those turns to find my way out.

Daniel was usually correct but sometimes he said the exit was on the right and it was on the left. And in a noisy car with lots of wind noise I couldn't always understand what he was saying. So I had to wear my bi-focals all the time so I could read his display. He insisted on a street address when I just knew I wanted to go to some town. Sometimes he couldn't find the town name the way I spelled it. And I never did figure out how to key in a space for places with two word names. Nothing about that in the instruction book or on the help screens. But in general I think I like this electronic navigator. Most Brits call them SAT/NAV. And a few old enough to remember how the Rusks scared the bejeebers out of the western world with their first beeping satellite refer to these little marvels as SPUT/NAV's. I'm in that age group so I usually pay tribute to the Russian space race success story. Just one more way to make the younger generations think I'm totally weird.

Steve Olson

Saturday, July 10 - A DAY AT THE MOVIES

Fourteen members of the Kansas City Triumph Club joined about 20 members of the Kansas City MG Car Club at the Boulevard Drive In for an evening of fun, snacks and watching of the movies "Grown Ups" and "Karate Kid". There were a total of 17 Triumphs and MGs also included was

a new mini cooper owned by Kelly and Russ Circle and a large Ford van owned by Loraine and Jack Edwards. Russ is the president of the Kansas City MG Car Club. Jack, as you all know, is the president of our Kansas City Triumph Club (Ford Van!)

We started arriving at 7 p.m. and the movie began around 9:15 that gave us two hours of comradery and showing off our cars to the others at the drive in. The weather was spectacular and everyone had a good time.

Stephen Boyse

Barb Overton writes:

One of the gals I work with at JCCC has garage space available and wondered if someone in the TR club would be interested in renting the space. I have all the info if you think this would of interest to someone with more cars than garage space?

My friend's name is Pat Termini, she lives in SE Overland Park on 156th street, she has a nice clean garage space available, She originally wanted to rent month to month but has learned that the city of OP will not allow her to do that, however, she can accept a monthly gift card (ie. Grocery or gas card). If anyone is interested her phone # is 897-6442.

KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

August 5, 2010, 5:30 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

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

Past Meeting Minutes and Treasurer's Report:

Minutes from the July 1, 2010 meeting and Treasurer's report were approved by the Board.

Old Business:

1. **New Advertiser:** Noland's Cylinder Head Service. Chip will provide info in newsletter. Jack to write an article about his experience with pictures.
2. **Rocheport Road Trip:** Nine members have signed up. Jack to send the web site link of the B&B for general info.
3. **Lake Trip scheduled for July 16/17/18:** McBeans' not available. No organizer named. Trip canceled.
4. **Lake Garnett E-Vite Results:** Steve reports that 13 cars are going. Twice that number have responded not going. There are still a lot of members that have not responded.

New Business:

1. **Heartland Races:** The club is hosting VTR hospitality area. VTR president has been in contact with Jack. He is providing about 200 VTR applications & brochures. Races run Thursday through Sunday. We still have to pay entry fee. \$10/day or \$25 for 3 days per person. Wear name tags. Bob to send to each board member a list of members to call to solicit their help at the event. Jack provided a paper form for each board member to log solicited member's info that will help.
2. **Schlitz Promotion:** Two cases of beer will be provided to the club at the Overton's BBQ Picnic.
3. **Event Participation: (Discussion)** Jack and all would like to see more participation from members at events. It is frustrating to schedule and then have to cancel because of non-participation. Paul & Gary commented that it has been like that for 30 years.
4. **Schedule More Joint Events with MGA Club (Discussion):** Jack will approach other British car clubs to conduct joint events.
5. **Grill Badges:** Ed still has grill badges for sale. Suggested he take to Heartland Races and to All British Car show.
6. **Member Biographies:** Ed will solicit from members their bio's on how they became Triumph owners and members of the club.

Meeting was adjourned about 6:30PM

Bob Aguilar

For SALE!

Martha's '75 TR6 Runs great -- "unmolested" --no rust -- excellent condition. Please no tire-kicking; serious offers only. Email at mkcuth06@sbcglobal.net or call 816-452-1025.

Treasure's Report 9/4/2010

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

Advertising	\$90.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$150.00	
Membership Dues, Renewal	\$90.00	
Other Inc., Grill Badges	\$54.00	
Other Inc., Raffels	\$227.00	
TOTAL INCOME		\$611.00

EXPENSES

Administrative Supplies	\$48.44	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$200.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$25.00	
Entertainment	\$219.26	
Gifts, Awards	\$86.85	
Gifts, Misc	\$66.98	
Insurance	\$150.00	
Misc.	\$110.77	
Newsletter	\$49.95	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$65.00	
TOTAL EXPENSES		(\$1,062.25)

COMMERCE CHECKING ENDING BALANCE	
08/31/10:	\$1,742.82

CASH BOX	\$35.00
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TOTAL KC TRIUMPHS CLUB TREASURY 08/31/10:	\$1,777.82
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This is an article” excerpted from a Danish Triumph Club’s newsletter that Jack’s friend sent. The headline translated in Google Translate as *Cry from the editor*—Enough said! - Chip

TR CLUB DK



Kære klubmedlemmer

Siden sidst er der sket det, at Gorm er stoppet som formand og gået ud af bestyrelsen. Undertegnede har derfor overtaget Gorms arbejdsopgaver og er samtidig ind-trådt som ny formand. Ved Gorms afgang, er der opstået et hul i bestyrelsen, da sup-pleanten er rykket op som bestyrelsesmed-lem. Den nye situation vil i første indflydelse på klubbens betyde at klubben får bestyrelsesmedlemmer, medlemmer er nogle der med til at præge udvik- ved at indtræde i generalforsamling, hører Klubben har siden sidt, generalforsamling, for at som blev lagt frem på vedtægterne er nu udsendt.



omgang ikke få aktiviteter, men det vil brug for nye så hvis der blandt jer kunne tænke sig, at være lingen på længere sigt, bestyrelsen ved næste bestyrelsen gerne fra jer. afholdt ekstra ordi-nær få vedtaget de vedtægter, general-forsamlingen, vedtaget og er blevet

Slutningen af juni og juli begunstiget med rigtigt godt kørervejr, og jeg håber, at I alle har fået udnyttet det go-de vejr og fået nogle gode oplevelser med jeres TR.

Klubben har siden sidste Newsletter gen-nemført en del arrangementer og det har været dejligt at se mange nye og gamle medlemmer til aktiviteterne og få gennem-ført disse.

måned har været



These are the three TR's in Jack's friend Anders collection

Kastner Cup Races



Dave Massey from St Louis entertaining





Kaz & 2010 winner



KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

JULY 1, 2010, 5:30 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

Jack Edwards, Ed Blend, Paul McBride, Gary Davis, Steve Boyce.

Past Meeting Minutes:

The minutes from the June 3rd meeting were read by Ed Blend and approved by the Board.

Old Business:

5. We acknowledged the fact that Gary has not moved yet and remains a valued member of the board.
6. The new Constitution and By-Laws were presented to the board and approved. Club distribution will be at Ray's BBQ later in the summer.

New Business:

7. It was reported that Noland's Head Shop is going to purchase an ad for the Newsletter. The shop is the kind that grinds engine heads, not the other kind.
8. Regarding the road trip this October to Rocheport. We need to get reservations in for the accommodations. Gary suggested promoting future functions with large ads in the Newsletter long before the fact. All agreed
9. Steve suggested that we might be able to use e-vite to get reservations and send to all members. Ed and Irene will look into what we have to do.

Meeting was adjourned about 6:30PM

Ed Blend for Bob Aguilar.



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In 1976 ,my room mate and I drove from Munich, Germany (where I was going to school) to Oslo ,Norway. We were visiting his parents. (He's was an Air Force Brat, me a Navy Brat.) 2nd day there I was hit by a volvo. (see Pic-roommate and his sisters) We drove it back to Germany this way. 2 months later I drove it to Morocco, North Africa (My Dad got stationed there...long story..) Had the car repaired and repainted. Cost 400.00. (Color changed...mistake..another story). Shipped it back to US (Another story) where I headed out to MU. (See pic)

Craig Simon

PS. The trunk has a nice "patina" to it from work in Morocco.

For SALE! 1957 Arnold Special Sports Racer



The Arnold Special is a one off sports racer designed & built by Mr. Edward Arnold of Surry, British Columbia, Canada. The car first raced at Westwood, British Columbia. It was raced as #153 in E modified in CASC & SCCA in the Pacific Northwest at Portland, Seattle & Westwood through 1967. The car was unused from 1967 through 1977. Thereafter, several owners have raced it in vintage racing up to & including the present time.

Some notable vintage racing venues include:

Westwood (1989)	Road Atlanta (1993)
Monterey Historic Meet (1990, 1991)	Steamboat Springs, CO (1996, 1997, 1998)
Palm Springs (1990, 1991)	Road America, Elkhart Lake, Wisc. (1997, 1999, 2001, 2002)
Wine Country Classic, Sears Point (1991, 1992)	Blackhawk Raceway, Rockton, IL (1996, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006)
Mid-Ohio (1993)	Summit Point (1993)

Specifications:

- Steel space frame - - Aluminum body	- Front disk brakes, rear drum brakes, with adjustable brake bias - Aluminum radiator-
- Triumph 2138 CC engine, 312 degree duration full race cam, 11.8:1 compression, roller rockers, Corello connecting rods, JE forged pistons, lightened & balanced fly wheel	Rack & pinion steering, right hand drive
- Twin Weber DCOE 45 side draft carburetors	Magnesium front wheels & aluminum rear wheels
-Pertronix electronic points, MSD 6AL electronic ignition with Rev. limiter & coil (complete redundant MSD system & coil installed & wired)	Dunlop 550L-15 racing tires
- Light weight gear reduction starter	Two Holley low pressure fuel pumps wired & plumbed in parallel, dash mounted transfer switch, fuel pressure regulator & pressure gage
- Triumph 4 speed transmission with close ratio gear set	Fuel cell, fire suppression system
- Adjustable torsion bar front suspension	AMB transponder
- Live rear axle with upper & lower trailing arms, Watts link & Spax adjustable coil over shock absorbers	British Racing Green exterior with burgundy accent stripes
Burgandy leather seat	many spares

Contact: Gary Hodson, 512 Lake of the Forest, Bonner Springs, KS 66012 USA

Tele.: 913-441-8335 (home) 913-226-8568 (cell)

REWARD
STOLEN SCCA RACE CAR AND TRAILER
from Carriage and Motor Works, 633 Southwest Blvd. Kansas City, Kansas, May 10th, 2010
CONTACT: HARVEY KINNARD, 913-522-2281,



1962 BLACK TRIUMPH TR4 AS PICTURED ABOVE



**BLACK DUAL AXEL 27' TRAILER AS PICTURED ABOVE
CORREGATED ALUMINUM WITH SIDE DOOR**

WELCOME HARRELSON COLLISION CENTER

Harrelson's has been advertising for several months now. They have worked on Laraine's van and on the TR4A now and did a great job on both of them. Yes I was responsible for needing work on both of them. I want to warn everyone about working on your TR's outside with your hood or deck lid up. When the wind hit my car it slammed the hood down and the deck lid. The hood hit the ratchet and socket sitting on the battery and then speared the gallon of anti freeze sitting in the engine compartment. Causing a large dent and oil can, and hitting the cowl. The deck lid slammed also, causing it to be bent around both hinges and springing it.

Harrelson's repaired and matched the paint. DuPont helped them match the paint perfectly. John strengthened the hood on both sides. I picked the car up 15 minutes before we left for Carthage, where I took first in class! Steve Boyse and Steve Olson both got 2nd place in their classes, so all three attendees from the group won awards. I do have to be honest though, I was the only one in my class!

John and Randy are starting to do restoration work now. And I'm sure would be glad to give you a bid.

Jack

John

Randy

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Kansas City Art Institute Art of the Car Concours

The weather was much better on June 27 than what was experienced at the Heartland MG Car Rainfest earlier in June. From it's beginnings in 2007 with 92 vehicles, this year 147 cars, 37 motorcycles, 2 fire trucks, and 3 bicycles were on display at the Fourth Annual Art of the Car Concours held on the commons of the Kansas City Art Institute (KCAI) in Kansas City, Missouri. Those exhibiting and those in attendance voted on the five People's Choice Awards. Additionally, 19 sponsor's awards, 3 Youth Judging awards, and 3 KCAI awards were presented.

People's Choice award winners were First Place, Gerald Manning's 1925 Kissel 875 Goldbug Speedster; Second Place, the St. Louis Museum of Transportation's 1960 Bobby Darin DiDia 150; Third Place, Robert Pass' 1950 Talbot Lago T-26 Grand Sport, Saoutchik Body; Fourth Place, Everett and Holly Moore's 1960 Dodge Matador 2-door hardtop; and Fifth Place, Mark Hyman's 1912 Gobron-Brillie.



1950 Talbpt Lago T-26

Of special note was the sponsor award presented by Hyman, Ltd. of St. Louis, Missouri to Marshall Miller as the individual embodying the "Spirit of the Hobby." Marshall, who is the founder and chief organizer of the KCAI car show, continues to work very diligently to make the Art of the Car the best car show in the Midwest.

The KC Art Institute presented their President's Award for outstanding volunteerism to Jim Sfetko. As in years past, while working mostly behind the scenes, Jim's hours of hard work clearly contributed to an outstanding car show. The Kansas City Triumphs Sports Car Club was well represented by Terry and Lance Goldberg's 1960 TR3A, Becky and James Summers 1962 TR4,



1925 Kissel 875 Goldbug Speedster

Janet and Brad Baumgart's 1974 TR6, and Susan and Ron Ray's 1959 Austin Healey 3000

Most importantly, the purpose of the Art of the Car is to raise money for the KCAI Student Scholarship Fund. All expenses required to organize and carry out the car show are donated. So every penny raised goes directly to student scholarships. Between paid attendance of over 3,800 people, corporate sponsors, and merchandise sales, this year's car show raised over \$100,000 to help students achieve their educational goals.

The wonderful growth of this car show in just four short years could not be achieved without all the volunteers working behind the scenes, both in preparation for the show and during the show. I believe Ms. Dawn Sparks, Director of the Annual Fund for the Kansas City Art Institute, summed it up with the following:

"I believe that I have discovered the real reason for the successful four-year growth of this scholarship fundraising initiative. It centers on passion. The commitment that Marshall Miller has made to this show is a natural outgrowth of his personal passion for these incredible vehicles. I see that same passion in all of you who participate in the Concours. It is this common bond, combined with the opportunity to help creative, talented young art and design students, which makes this one-day-a year event exciting." June 26, 2011 is the date for the Fifth Annual Art of the Car Concours. You will not want to miss this premier car show

Ron Ray.

Carthage Show



Cecil Wise's new trailer

WEDGE WORDS

So far this summer hasn't brought us the perfect sports car driving weather. June and July were wet and nearly every day had at least the threat of showers. Many days had heavy rain or severe storm warnings. Then just as we were starting to get acclimated to things being damp and moldy, along comes August with weeks of almost no rain but extreme heat. Even late in the evening when a short drive down some traffic free back roads to get an ice cream cone seems like a great idea, a check of the temperature shows it is still over 90 with humidity to match so we opt to stay home in the air conditioning. Our faithful Triumph waits patiently in the garage for a chance to get out and get some exercise before the gas in the tank turns to jelly and the tires get flat spots. Maybe we will have a long and enjoyable autumn driving season.

Now the TR8 in my garage does have factory air conditioning. And there are aftermarket units available that can be fitted to all the earlier Triumphs with enough time, effort, and money. We have used ours to good advantage a few times on long trips or in town when it was hot but there was just enough rain falling to keep the top up and the windows closed. Nothing like some cool dry air blowing on you when the day is hot and steamy. I'm glad we have the option of using the AC. But we seldom switch it on. Sports car driving is best when you can feel the wind in your hair and smell the flowers as you motor along some secondary highway. (Or smell nothing after finally



getting past the downwind side of some feed lot.) If we are going to drive hermetically sealed inside a box we usually just drive a modern vehicle that is roomier and quieter and no fun at all.

Whoever invented the zip out rear window should have been given a huge award for making it possible to enjoy a convertible on hot days. Driving topless is not as much fun as it is advertised to be when the sun is beating down on your head and the hot wind is buffeting your thinning hair around into your eyes. Oh it is fine on short drives at slower speeds but not on the Interstates with the 18 wheelers all around you. Putting the top up with the rear window open lets you have lots of fresh air without all the sunburn.

And if you need to close the car up when you park somewhere, for security or just to keep the dust out, one quick zip is all it takes.



Speaking of security, most of us realize that thinking convertible tops will protect valuable things inside the car from the bad guys is just plain delusional. Even if the bad guy has misplaced his knife and can't slash open your top, he can quite easily undo a couple snaps to reach inside and unlock the door. Luckily they don't usually try to steal our cars since they attract too much attention. And younger crooks haven't learned the fine art of driving standard transmission cars. But any cameras or phones we leave in plain sight make an easy target for thieves so be sure to keep things in the trunk or at least hide them from view when you aren't using them.

But once the evenings cool down there is nothing better than dropping the top and taking a leisurely spin down some rural roads. I need to be doing more of that because before you know it the ice and snow will come back to help us appreciate the summer weather even if it isn't perfect.

Steve Olson

Advertising Rates

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

\$80/year 1/2 page

\$40/year 1/4 page

\$30 for a business card

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Danes on the Road



Here are a couple of shots that Jack's Triumph purchasing pal from Denmark sent him of a Danish Triumph Club road trip.

Here

DO YOU LIKE
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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 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>JULY</u>		<u>AUGUST</u>	
<u>1</u>	<u>Club Night Out</u>	<u>3</u>	<u>Harvester's (6-8) - JACK</u> jackhedwards@gmail.com
<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> sjboyse@gmail.com
<u>17/18</u>	<u>Lake Trip</u>	<u>19/22</u>	<u>Heartland Races JACK</u> jackhedwards@gmail.com
<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>	Roeheport Trip CANCELED
<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>		