

Craig Simon: My First Triumph



It was spring 1973, my junior year in high school. I had just dropped off my girl friend that evening and headed home. Pulling into my driveway I found it full of cars. This is not surprising since my Dad would often have other officers over for drinks after they went out for dinner or some military function. This time it was different. One of the cars was a British sports car. (In later years, I figured out it was a TR-4 or 4A). Excitedly, I walked into the house asking, “ Who owns that cool British sports car?” The next thing I hear is “Can you drive a stick?” And then some car keys are being thrown at me. Things get a little fuzzy after that. I can only attribute it to my brain going “Holy S#&T”, he just gave you the keys to his car....and he’s letting you drive it!”

I don’t remember walking to the Triumph, getting in or starting it. My memory kicks back in staring at the dashboard. It’s like it happened yesterday. The motors running with a distinct non-American car sound. The dull yellow glow of the dashboard lights staring back at me. And look at how many gauges there are! In 1972, my only “car” related dashboard knowledge was my Dad’s 1964 ½ Mustang (Yes, I still have it). The Mustang had only gas and temperature gauges. Gas makes car go and a high temp makes it stop. Now I’m looking at a multitude of information delivered via needles and numbers. This can only mean one thing. This car is fast, handles like a racecar and attracts girls like a magnet. I could visually



see exactly what this finely tuned British sports car was doing. Tachometer. rev it, and listen to the engine change pitch. Watch that big fat needle dance! Gas and temp gauge are even special. They're round and easy to read! Oil pressure gauge, check. Airplanes have these, especially WWII fighter aircraft. I'm in heaven. Amp gauge. I had no idea what this says or does, but figured +C was better than -D. Since the needle was in middle, I surmised with the intelligence of a 17 year old, I was ok. I now had all the information I needed for some serious British sports car driving.

From here things get fuzzy again. I do remember driving around trying to find somebody to show off to. All my male friends lived across town. I settled for driving past my girlfriends house 2 or 3 times, blipping the throttle. Nobody looked out the window. Here I was the coolest 17 year old in Newport RI and nobody knew it. I brought the car back. I didn't win any races, but I think I bombed Berlin.

This experience prepared me for the car find of my Life.

Craig Simon

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Directors Drippins XXIII

— Saturday, April 30 we lost a member. Many of you didn't even get a chance to meet Frank. He spoke at our Christmas Banquet and had joined our group at the 2010 All British. Frank & Teresa never had an opportunity to attend a club night out, or any of our events other than the banquet, they did get to the Fayetteville show. In this brief time they have added much to those of us who got to know

them. Frank had ALS (Lou Gehrig's disease), he did not let this lessen his love of life and British cars. He had a long hobby of restoring British Cars, his last project being a TR3, which he finished just prior to his passing. Frank added much to everything he became involved with and will be missed and remembered by the friends he and Teresa had made in our small group and all others he touched.

Tomorrow, May 7 is our annual give the kids a ride event at John Maas's school. Again this year my car is not running, but after a year of struggling with it. I am ready to put the 4th head gasket in place. I finally figured out that the liner clearance was not correct. Larry Birks had had this problem on his TR3 and had solved it by making some .030 figure eight gasket shims. Larry even had some shim material left for me to make shims with. I am looking forward to reporting a year from now that all is well with the repairs. If any of you need help with a head gasket, I can now perform this operation with my eyes closed.

Attendances at our club night out meetings have grown the last couple of years, so that we are averaging 25 to 30 at these meetings. Hopefully this will begin to affect our other events with higher attendance. The point people at these events put in a great amount of work putting them together. It is hard to be enthused about these events if we don't support them. I know we all have busy schedules, and I am as guilty as anyone having missed 3 events in the last quarter. Let's just keep trying! We have some great events coming up I hope to see you all there. I want to Thank Richard Woody, Ed Blend, Cynthia Yin and Gary Perry for the great job they all did as point people the last couple of months.

The sun is shining today for a change, so I am going to sign off and go back to the basement to finish my car. Let's keep our cars on the road.

Jack

Editor's Notes

Wow, and I didn't think that this edition was destined to be another HUGE newsletter! Thank you again to all contributors and advertisers.

You'll find technical articles, stories about events and information about lots of upcoming events to look forward to. I don't have much of a spitfire bulletin this issue (no news IS good news), but I replaced my cheap exterior reviews with a couple of the small 'bullet' style mirrors.



The model I purchased was destined for an Austin America and on comparison, it's a bit smaller than you see on

some member's cars.. but the mirrors came in at only \$20 each plus shipping, which made the upgrade possible. I mounted the new mirrors forward on the bonnet and then had to deal with the several holes that previous owners (and.. me) had drilled into the door to mount a variety of mirrors over the past 32 years. Here is the cheat I came up with.. And I think it's kinda cool:



I found a LARGE number of Union Jack stickers at CafeExpress. My only problem was picking one, but when I spotted one for Coventry, the choice was easy. Keep motoring and see you at the next event!

Chip

Ed' Radiator & Auto Repair

8101 prospect, K.C., MO.

816/523-8660

"A GOOD PLACE TO TAKE A LEAK"

Ed's is one of our newest advertiser's, first I would like to welcome them as an advertiser in Triumph Times. Second, I would like to tell you of my experience with them. I did not make up the slogan above it is displayed prominently in front of their shop. Several people have quoted it when I have said where I was taking or had taken my radiator. Ed's Grandfather started the business, I believe in 1932. So they have withstood the trials of time and are now in the third generation. Many small local companies have not been able to survive over the years. It takes several things to make it this long, Quality Service, Reasonable Prices and Dedication to your Product and Service.

From my own experience I recommend them highly! As, I mentioned above several of our members recommended them to me.

If you ask me it is "A GOOD PLACE TO TAKE A LEAK."

Jack



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WEDGE WORDS: *The Kansas Conspiracy*

This year's annual Chicken House event in Olpe, Kansas seemed to have more than it's share of troubles this year. Every year the driving season gets started when Sharolyn Billhart from the Wichita British Car Club invites the other clubs in Missouri and Kansas to join them for a great buffet meal in Olpe. Now Olpe is a hamlet a bit south of Emporia and the Chicken House is the main thing it has going for it. But that is reason enough to make the hundred mile trip from Kansas City. Of course being early in the season the weather can be snowy, stormy, rainy, windy, or even hot and sunny. Some years it is most all of these sometime during the day. And some brave souls always drive topless no matter what.

Well this year Sharolyn passed away after a long and brave fight with cancer. Other members of the Wichita club scrambled to try to fill her shoes. The KC Triumphs recruited me to act as point person. I tried to un-volunteer but nobody else was available. I tried not to become the point person for all the KC clubs but I did end up doing my best to get the word out to them that they were invited. RSVP's are needed so the restaurant can have the right amount of food prepared. Many of us belong to more than one club so it is easy to get counted twice or miss getting counted at all. We need to find better ways to organize this effort next year.

Since I had been volunteered to be Triumph point person I reluctantly also became the organizer and leader of a caravan of cars from several clubs heading to Olpe. I used the same starting point and easy to follow route as last year. Starting from Gardner, Kansas we would take highway 56 west and then turn south on 99 to Olpe. How hard could that be. The road is typical Kansas straight and level but is a pretty drive through the rural landscape.



A

variety of mostly British cars showed up at McDonalds along with a few more modern machines. We tried to go easy on the coffee since there are no convenient large pit stop opportunities on the route. Maps were distributed in case someone lost sight of the others or needed to make a stop. I tried to set an easy pace of 55 – 60 and we were off. But Kansas recognized my Missouri license plates and started making life difficult.

The roads were dry but it was chilly so most of us had the roof on our cars. No cars were breaking down so we were making good time and then I came to the “road closed” sign on Highway 56. The marked detour took us into Burlingame where I spotted a Casey's that seemed to be the only fuel stop in town. Of course it is a single server pit stop with a line that soon spilled back out the front door. A local suggested some of us could cross the road to the Sonic and use their facility which several of us eagerly rushed to do. We only spent about a half hour getting everyone back in their cars and on the road. I followed the marked detour but some looked at their maps and plotted their own route.

Once we reached the one road change on our planned route there appeared another “road closed” sign. So a second detour was followed and eventually we got as far as Emporia. But there we encountered the railroad. A long train of mixed freight had the street blocked and it

spent a long time slowly sea sawing back and forth as it spotted cars on local sidings. We all waited patiently. Just as it looked like that train was about ready to clear our path there was a through freight headed east that came roaring past. It was long but moving quickly. And just as it was about to clear there was a third train, this time a long freight headed the other direction. Having waited over half an hour on trains we were now officially late for lunch and still a dozen miles away.



When we arrived the others were already starting to eat but we found seats and heaped our plates with good home cookin'. Once we stuffed our faces we enjoyed some serious tire kickin' and lie tellin' in the parking lot before heading off to the low speed driving event. After that it was every man for himself to find their way home. I jumped on the Interstate, set the cruise, and relaxed all the way home. I did find it interesting that not only did my Triumph operate perfectly the whole trip but I didn't see a single bonnet go up except to display some new enhancement for everyone to drool over. So I guess those old British cars aren't so un-reliable after all.

I just read in some magazine about how you should decorate your garage to make it a pleasant place for you and your car. I suppose that isn't a terrible idea but.....

I have visited the garages where several little British cars live and they mostly fall into a couple extreme types.



At one end you have the operating room clean, neatly arranged ones in which a concourse quality car sleeps under a custom fitted cover that must have cost a few hundred bucks. The walls and the floor are painted a light shade of some soft pastel color and the ceiling is pure white. Automotive art in colors that compliment the car hang on the walls. At least one of these is a giant blow up of the car with some of the trophies it has won lined up along side. There is a workbench that holds only a vice that probably still has the factory paint on the screw. And there is likely to be a roll away tool box the size of my first house filled with tools all neatly arranged in the drawers. And the tools are probably all Snapon brand as well as the box. All the gleaming wrenches and sockets are part of matching sets. None of the tools show any fingerprints since they have never been used and likely won't ever be. Any mechanical operations are farmed out since changing oil or even topping up the carb dampers might result in oil stains to the neatly tiled or epoxy coated floor. The temperature and humidity are closely controlled and there are curtains on any windows but of course in some manly stripe. The entertainment center houses a big screen TV and docking station for the Ipod and those tiny expensive speakers that deliver concert quality sound. There is usually a small refrigerator that contains assorted wines, imported beers, bottled

water and other beverages and possibly some light snacks. Lighting is plentiful and can be made brighter than noon day sunlight or dimmed to a romantic glow that won't interfere with the candles when they are lit. The car is likely a check book restoration that seldom gets driven or even loaded into its enclosed trailer to be hauled to some car show where it of course brings home the first place trophy. This is indeed a happy place where much time could be spent.



This garage door... is actually a photomural velcro'd on!



On the other end of the spectrum are garages like mine. The ceiling and walls are painted whatever color the builder chose and are now tinted to match the over spray from whatever car or engine part was sprayed last. Odd car parts and pin up calendars grace the walls. The floor

is covered either in grease or an inch of oil dry. The workbench is loaded down with testers and boxes and tools that are too big to be crammed into the tool box. The tool box is mostly the same colors as the floor and the walls. Some drawers no longer close due to the weight or bulk of things inside. There are wrenches and sockets of all descriptions with extras of the common sizes. Many are scraped and chipped but are not likely to rust thanks to liberal coatings of oil and other lubricants. Hammers with loose handles are plentiful especially very large ones.

Additional tools, used parts, cans of spray paint, lubricants, and assorted car paraphernalia fill all shelving and cabinets. Greasy remains of engines and transmissions occupy the corners of the room. An old radio that gets only a few stations provides the tunes when needed. Spider webs full of insect carcasses decorate the windows. The cars that live here are good ten footers that get driven even in the rain and almost always come home under their own power thanks to duct tape and JB Weld. A partial six pack of warm beer or soda sits near the door. Lighting is provided by the bulb on the garage door opener and an old drop light with a fraying cord. Mechanical work performed here is limited to simple tasks like engine rebuilding and transmission overhaul. This is not a show place or place to impress guests, it is a place to work on cars.

In between these two extremes are a few exceptions but not many. I've always wished I had one of those pretty show places but if I did it would only take me a few days to give it that lived in look.

Our beloved old British cars have a very well deserved reputation as oil leakers. My MG Midget with its engine borrowed by the factory from Triumph's Spitfire in order to meet ever growing emission regulations in the United

States is certainly guilty of marking its territory wherever it goes. Only a small volume of oil escapes but even a very small amount makes a nasty mess. I recently tried to clean the floor of my garage and that got me wondering why our cars dripped and newer cars didn't.

The engines in our cars were designed back in the 1950's or even before. Back then most garage floors were dirt and most driveways and parking lots were gravel. And cars were made to drive, not to be inspected by white gloved concourse judges. So any leaks short of the BP Gulf spill went largely unnoticed. Prior to the late 1960's the crank cases weren't sealed. There were vented caps up top to let fresh air in and a vent tube that carried oil fumes and drips to the area below the car where the breezes passing under the car could draw them away. That is one reason why roads got so slippery when the first raindrops after a long dry spell dampened them. Sealed crankcases where fumes are sucked into the carbs and get burned by the engine were mandated in the late 60's. This also creates a very slight vacuum inside the crankcase and that helps keep oil from escaping out the seals around the front and back of the crankshaft and helps keep gaskets from blowing out. At least that is the design before things wear out, fall off, and are removed by owners looking to simplify the look of the engine bay.

But our cars still leak like a sieve. Right after I first overhauled my engine and tried to make a few performance enhancements, it was dry as toast underneath. Not too long afterward it began to automatically rustproof the bottom of the car and deposit slippery spots on the garage floor. I thought I did a good job assembling the engine and used modern, high quality gaskets so what IS it about the design that causes it to leak?

Unlike in the Spitfire where the bonnet and fenders hinge out of the way, the Midget nestles the engine snugly where it can scarcely be seen. But using a mirror and poking my head as far into the crannies as possible I noted that most of the oil was escaping from near the front of the crankshaft. Closer inspection revealed the shaft itself was still dry so the crank seal wasn't the problem. The timing chain cover seemed to be snugly attached. So I consulted my trusty service manuals to see where else the leak might emanate. The pan gasket itself seemed unlikely and giving all those bolts a bit more twist had not helped. Then I spotted a likely culprit.

The front of the big cast iron block is open so the timing chain gets lubrication and there is a heavy steel plate that bolts to the front of the block. And this plate serves as the anchor point for the motor mounts. It seals to the block with a very thin rubber like gasket. The block heats and cools every time the engine is used. It expands and contracts far differently than the steel plate. So the gasket has a big job to do keeping the oil on the inside. And add to that the fact that the block constantly vibrates as pistons go up and down and valves open and close while the steel plate is anchored pretty firmly to the chassis. Are the few small bolts that join these two pieces still tight? Without removing the radiator I can't even get a wrench on them to find out but I suspect I will find they have worked loose. But this winter I need to work to improve the cooling system anyway so when the radiator gets removed I'll sure find out. I just might be able to clean up the oil spill that makes my garage floor hazardous. And if I do I am sure the EPA will thank me.

Steve Olson

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Airline History Museum Tour



We had a tour of the Airline History Museum on March 19th. It was almost a cold morning and I was hoping for a good turnout which we did have. Around 15 of us enjoyed the tour.

Some things have changed since our last tour a couple of years ago. The DC 3 was almost completed. The interior was done and all that remained was the completion of the second engine. Boy, by today's standards it is a cramped small airplane and I remember from the old days it was rough and tumble and loud and vibrated like a massage machine.

The L-1011 was there. All the engines have been removed and sold to a company in Britton but they intend to fill the holes with old engines. The museum staff said the plane will probably never fly again, but they would like to get it to move around the air port under its own power. It seemed large enough to carry two DC 3s in its cargo hold.

The tour was great and the people very knowledgeable and friendly. We did present the Museum with a \$50 donation. After the tour a few of us went to lunch at the Corner Café in Riverside and I do remember that it was cold.

Ed

Huber Tour

In April about 20 Triumph enthusiasts met at



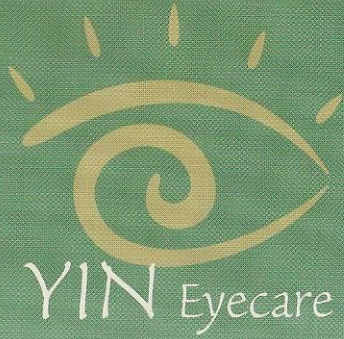
guided tour of their

A.L. Huber's headquarters in Overland Park. You've probably noticed the large white wind turbine outside their building just north of I-435 near Roe Boulevard. Club member, Augie Huber, and his colleagues gave us a wonderful

Renewable Energy Demonstrative Initiative. Augie's company has added energy efficient elements such as natural solar lighting indoors and a reclaimed wood wall to shade and beautify their existing concrete building. As a side note, Augie shared wonderful drawings and plans showing the work of environmental artist, Christo. A.L. Huber General Contractor has worked to help install many of the artist's installations worldwide, including "The Gates" in New York City's Central Park. At the end of the tour, we got to see Augie's red TR3 which was being stored in the company's vast garage for the winter. Visit <http://www.alhuber.com/rediNow/default.aspx> to learn more about their project.

After the tour we traveled a short distance to the nearby Los Cabos restaurant in Mission Farms to enjoy food and good company. We were greeted by non-Triumph friendly rainstorms on the trip home. Many thanks to Augie and the Huber family for their generous hospitality!

Cynthia Yin



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Spring Tune Up

Saturday, April 30th dawned beautifully and turned into a great day for our “Spring Tune-up” at Garry Perry’s place in Stillwell. I drove out on Highway 69 with the top down and the wind on my bald head. Steve Olsen was already there. He must have been up around 3 AM to be there at that time. Garry had coffee and rolls ready and the coffee was great.



As we were schmoozing I happened to mention that the Spit could do about 80 downhill, but when I hit a hill it slowed to about 60. Steve said that should not be so he volunteered to check out my carburetor and timing to see if I was losing power where I shouldn’t be. He did find the timing a bit off and adjusted it. The car did run smoother but I am still not sure about the top end power.

I was quite grateful for that and feeling rather smug about how great the car was running when Steve looked at the water pump and said “hey, you got a leak and look at that fan belt”. Now I consider myself a car guy, not a gear head. I like to drive and I can do some work if I have to and I do check the car frequently but darn I can’t remember the last time I looked at the fan belt. The belt was not only cracked, but it was held together by just a couple of threads. I was embarrassed and somewhat afraid to drive it home. I do want to thank Steve for finding that. It is all being repaired now.



We did have a great turn out. Paul brought his beautiful Mustang to change oil among other things. Gary touted out his Crosley. What a find, a little rough but really in great shape. Steve Boyse came by, Roger and Pat brought their Spitfire and discussed putting a speed control on it. Larry Taylor was there with his TR3 and many others.



I had to leave early so I missed the BBQ lunch that Gary hosted. What can I say about Gary’s garage! I am certainly envious. Two bays, long enough for four cars, a lift and a heated shop. All in beautiful order. Gary has a couple of Crosleys and I did notice what I think was a 50 Ford. Someone please correct me if I am wrong on that.





Thanks to Gary for the use of his garage, thanks to KC Triumphs for scheduling the event and thanks to nature for supplying us with a beautiful day and thanks to Steve for looking at my car.

Edward Blend

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Bethlehem Lutheran School Third Annual Kids Ride



For the second year my car was not running for the kids ride, they called for rain, and only 2 people answered positive the e-mail plead for help. Being an Optimist I showed up in my truck and what should I see but red, white, green, silver grey and turquoise Triumphs. I don't know why I let myself worry about this great group letting their group down.

It was a beautiful top down driving day. Of course being Triumphs the cars were worrying their drivers with strange noises and hiccups. You all know what I mean. The kids enjoyed their rides and didn't seem to notice the hiccups. John had come up with a new route this year, which was about a mile long. John got points for giving the principal a ride. Several parents had to have a ride. After the rides we adjourned to Culver's for Lunch.

Thanks to: Larry Birks; Richard Woody; Steve Boyse; Chip; John & Nancy and Darren & Amy.

Jack



As we roared down I-80, t-shirts flapping in the wind, I could see we were clipping along at 80 miles per hour.

The engine sang as sweetly as the day we left. The rolling farm fields and marbled blue sky felt better than any scene we had driven in the three weeks we had just spent on the road.

This trip reaffirmed for me how terrific sharing an experience like this with your loved ones can be. I'm delighted that the hobby I've had all my life, tinkering with little British cars, has proven to be so therapeutic.

Nothing makes life's experiences seem so absolutely sweet as when you learn you're about to lose them. I find myself thinking: Heaven can wait. I like it here.

- Frank Wright, July 2010



In Loving Memory of



Frank Wright

1952 † 2011



The Olpe Chicken Run 2011

April 16, 2011 started out quite cool, as have many days this spring. But that didn't stop a hardy bunch of Kansas City, Wichita, Topeka, and other British car owners from gathering in Olpe, Kansas for the annual Chicken Run. Twelve cars plus drivers and companions made the trip from Kansas City. Triumphs were well represented, including a TR6, TRGT6, and a TR 7 or 8 (we weren't sure which one). An MGB and MG Midget, plus a Jaguar, Austin Healey 100-6, and a few non-British cars joined the caravan, as well.



Osage City Stop



Diane and her friend in Diane's MGB at Osage City Stop

It was a pretty, sunny spring day for the drive. Not having to keep my eyes on the road, I enjoyed spotting a blue heron, migrating ducks, and another unidentified bird that doesn't frequent Kansas City's urban scene. Highway work on 56 and 99 resulted in a few detours along our planned route, and we experienced a long switchyard delay at the train tracks in south Emporia.



Train Delay at Emporia

Finally arriving at the Chicken House in Olpe, most of the group had already begun feasting on the delicious fried chicken and ample side dishes. But not to worry, there was plenty of food for the Kansas City contingent! Of course the best part of these gatherings is meeting other British car enthusiasts, greeting old friends and making new ones.



Cars at Olpe Chicken House

We owe a great debt of gratitude to Sharolyn Brillhart of the British Car Club of Wichita for this special event. Sadly, she succumbed to a long battle with cancer earlier this year. She and her friend Diane got the event going and Sharolyn faithfully organized us all five years. Her last group e-mail was sent in January. Friends spoke fondly of her dedication, and related the fact that she had to have fluid drained from her body a day or so before last year's

event so she could be there. I remember seeing her. One would have never guessed that her health was so precarious. Warm and cheerful to then end.

We will miss you Sharolyn, and thank you.



Olpe Chicken House

Susan Ray

	<p>Ed's Radiator and Auto Repair</p>
	<p>Mike Parker President</p>
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Nicholas-Beazley Aviation Museum.

Fourteen Triumph Club members plus Fiat 500 owner John and Marylyn Cox went to Marshal Missouri to visit Nicholas-Beazley Aviation Museum.

On the way to the museum we stopped at Fort Osage. We also went to the US Military cemetery and the Civil War Veterans Home located in Higginsville. While we where visiting the cemetery we found two grave markers with Paul McBride's name along with one marker with the last name of Woody. Paul and Woody thought that was pretty cool.

Next on our adventure was a stop at Lorenz Garage! We found a treasure trove of forty of 40's, 50's and 60's cars intact. Lots of good parts available! It was a rare site to find that many parts from that era in one place, what a great find!!



A friend of Lorenz had a Triumph Spitfire that was for sale sitting



outside for us to take a look.

After our morning drive we went on to Grace Brothers in Marshall and had lunch. The food was great and even better the price was right.

We went to the Aviation Museum they had a professional photographer set up to take our picture. At the museum was a gentleman who owns the artifacts from WWI displayed in the Museum. He gave us a personal guided tour that you normally don't get to have. The Museum is set up like the old factory and aviator school. They also had a MB-3 on display it is the only one left in the world. Very exciting!

After our great day out we headed back to Independence and had Ice Cream at McDonalds and sad our good buy's. All in all it was a great adventure!

Richard Woody

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785-832-8800

For more info contact: Bill Fisher bfisher@sunflower.com

Sunday June 12th, 10 a.m. - 2 p.m.

**Bambino's Restaurant parking lot, near the intersection
of Bob Billings Pkwy. (15th St.) & Wakarusa Dr., Lawrence Ks.
Sponsored by the Lawrence All British Car Club.**



Come out and join us for the 1st Annual Sunflower Rallye! A vintage car rallye designed in the European tradition of the Monte Carlo and Tulip rallies. The Sunflower Rallye is not a cruise or tour but a multi-stage navigational rallye that promises to test your wits and deliver a fabulous day of driving and camaraderie with other vintage car enthusiasts.

The Sunflower Rallye will take place on some of the most scenic routes in Kansas and hosts a sport and tour class. If you're looking for fun and excitement come out and join us for a day of driving you'll never forget.

The Sunflower Rallye is scheduled for October 16th, 2011 and is limited to only 35 cars.



sunflowerrallye@gmail.com
[Find us on Facebook](#)
[Lawrence All British Car Club](#)



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 ¼ page

\$30 for a business card

Contact Ckigar@hexnut.us!

Kansas City Triumphs Sports Car Club Treasury Report 01/01/11 to 04/30/11

COMMERCE CHECKING BALANCE 01/01/11:	\$2,430.44
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INCOME

Advertising	\$165.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$0.00	
Membership Dues, Renewal	\$300.00	
Other Inc., Grill Badges	\$0.00	
Other Inc., Raffles	\$160.00	
TOTAL INCOME		\$625.00

EXPENSES

Administrative Supplies	\$7.69	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$50.00	
Entertainment	\$143.42	
Gifts, Awards	\$0.00	
Gifts, Misc	\$91.90	
Insurance	\$150.00	
Misc.	\$2.61	
Newsletter	\$0.00	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$30.00	
TOTAL EXPENSES		(\$475.62)

INCOME - EXPENSES:	\$149.38
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COMMERCE CHECKING ENDING BALANCE 04/30/11:	\$2,579.82
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CASH BOX	\$35.00
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TOTAL KC TRIUMPHS CLUB TREASURY 04/30/11:	\$2,614.82
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KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

March 30, 2011, 6:00 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

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

Old Business:

1. **Secretary/Treasurer's Report:** March 30, 2011 Treasurer Report and March 3rd meeting minutes were presented. Both were approved by the board.
2. **Most Active Member 2010: (New or old? Award?)** No discussion as it was approved at March 3rd meeting.
3. **Newsletter Cover: (Director's approval)** No discussion as it was approved at March 3rd meeting.
4. **Director's Meeting: (Should we change time and date?)** It was approved to move Director's meeting to the last Thursday of the month at 6:00 pm. This would ensure that Director's meeting and Club Night Out (CNO) would always be a week apart.

New Business:

1. **Update & Confirm Upcoming Events: (Email monthly notifications).** Jack is sending out reminder emails of club events for the month with his CNO email reminders.
2. **Change Director's Meeting Day (Tuesday?):** See number 4 above. Next meeting Thursday, 4/28/11, 6:00 PM at Birdies.
3. **Announcements & Business at CNO:** It was agreed that Director would make more announcements and conduct a short business discussion with members in attendance at CNO.
4. **Heartland Show Funds Request (\$100 Support Requested):** Board members approved a motion to provide \$100 in support of the Heartland Show. TRs will be allowed to compete in the show. It is becoming more of an all British car show because there are fewer MGs participating.
5. **Mid America Tour (Paul McBride):** Paul made a recommendation that the club consider in the future a driving tour like those conducted in Kentucky and Colorado. But ours would be a driving tour around the states of Kansas or Missouri. It would require a lot of logistical work scheduling, routing, reserving restaurants and lodging.

Meeting was adjourned about 7:30PM

Bob Aguilar

Secretary/Treasurer

2011 Calendar

EVENT	CONTACT	E Mail	DATES	
TWA Museum	Ed Blend	edblend@sbcglobal.net	3/19/2011	
Windmill/Solar Panels	Cynthia Yin	c.yin2020@yahoo.com	3/31/2011	
Opie Chicken Run			4/16/2011	
South Central Reg@NEU Bronfils, TX			4/28/2011	5/1/2011
Spring Tune Up	Gary Perry/Steve Boyse	genobuf@aol.com	4/30/2011	
Kids Drive (May)	John Maas	jnmaas@sbcglobal.net	5/7/2011	
Drive w/Cobras			5/14/2011	
Perkins Restaurant, dinner, Oceola, MO	Larry Birks	brgtr3@embarqmail.com	5/21/2011	tentative
Hearland Show at Overland Park, KS			6/3/2011	6/4/2011
Powell Gardens	Sandy Boyse/John Maas	jnmaas@sbcglobal.net	6/12/2011	
KC Art Institution Car Show			6/26/2011	
Drive In	Steve Boyse	genobuf@aol.com	7/9/2011	
Carthage Car Show			7/22/2011	7/23/2011
Holyfield Winery (Friday night Jazz)	Larry Taylor	larry@taylorgroupcpa.com	7/29/2011	
VTR@Breckenridge, CO			8/17/2011	8/21/2011
All British			9/3/2011	9/4/2011
Overton BBQ	Ray & Barb Overton	roverton@kc.rr.com	9/10/2011	
Balloon Fest (9/11/11)	Kent Egy		9/11/2011	
Fayetteville Car Show			9/23/2011	9/24/2011
Chili Supper (10/29/11)	Woody & Holly	wunderwood@kc.rr.com	10/29/2011	
Pyro Night			11/5/2011	
WW I Museum Tour	Ed Blend	edblend@sbcglobal.net	11/12/2011	
Christmas Dinner	Ed Blend/Cynthia Yin	edblend@sbcglobal.net c.yin2020@yahoo.com	12/10/2011	
Planning Meeting (1/14/12)	Board		1/14/2012	
Dawn Patrol	Jack Edwards	jackhedwards@gmail.com	tbd	
Armacost (Studebaker)	John Maas	jnmaas@sbcglobal.net	tbd	
Rochepoint	Jack Edwards	jackhedwards@gmail.com	tbd	
Lake Garnet	Steve Boyse	genobuf@aol.com	tbd	

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

Club Director

Jack Edwards

jackhedwards@gmail.com

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!