



Volume 34 - Number 4

July 22, 2012

## Club Members' Triumph at Heartland MG Regional



Chapter of the Vintage Triumph Register  
<http://kansascitytriumphs.com/>



Club Officers 2011	
Director: Jack Edwards 816.348.0773 <a href="mailto:jackhedwards@gmail.com">jackhedwards@gmail.com</a> Assistant Director: Ed Blend 913-897-2348 <a href="mailto:edblend@sbcglobal.net">edblend@sbcglobal.net</a> Secretary/Treasurer: Bob Aguilar 913.681.3202 <a href="mailto:rgaguilar@aol.com">rgaguilar@aol.com</a>	Historian: Paul McBride (co-founder) 913.441.0499 <a href="mailto:pmcbtr3@everestkc.net">pmcbtr3@everestkc.net</a> Advisor/Publicist: Gary Davis (co-founder) 913.441.2733 <a href="mailto:gdr3@msn.com">gdr3@msn.com</a> Newsletter Editor/Publisher: Chip Kigar 913.894.8538 <a href="mailto:Ckigar@Hexnut.us">Ckigar@Hexnut.us</a> Membership Director: Stephen Boyse <a href="mailto:genobuf@aol.com">genobuf@aol.com</a>
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	Please Send Newsletter Articles to <a href="mailto:Ckigar@Hexnut.us">Ckigar@Hexnut.us</a> . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)
<a href="http://kansascitytriumphs.com/">http://kansascitytriumphs.com/</a>	

## Directors Drippins XXX

This is the week to finally get the Triumph on the road again, finally. The last two months I really haven't had time to work on the car. I finally have everything done on the house and it is on the market! I am looking forward now to being able to get some driving in.

We have been having great attendance at Club Night Out and had several new members join the group. It is such a great feeling seeing new faces and cars at the meetings, bear with me for a while to get your names straight, at my age I have trouble with my own name. Luckily I haven't called my wife by the wrong name yet!

We have several events coming up this month; Harvester's 7/14 at 10 am; the drive-in 7/14 7pm; Jazz at the winery 7/20 6pm; Carthage Show 7/27-28-29. Steve & Sandy Boyse are the point people for the drive-in; Larry & Linda Taylor are hosting the winery; Registration form for the show is included in the newsletter.

The regional committee met at the Elm's Hotel last week. We were given a complete tour of the hotel and the grounds. Everything is being rebuilt from the sub-basement to the top floor. The rooms are very nice and they have one floor that will be 5

star. We will be allowed to have a car in the lobby if there are any exotic Triumph models in the show. One of the members from Fort Worth has a Triumph Limo that he had just received from England before the last Regional. The area where we would hold the show is on the grass under large trees with a large gazebo in the area, and rest rooms. It is an ideal show site. We are meeting with the Double Tree next, and then will decide on the location. Seven of our wives formed a hospitality committee last week at the meeting. It had come up that we might ask them to be cheer leaders to create enthusiasm; they did not seem to like that idea. If you have any experience or talent that could help in the planning for the regional let us know! Paul has written an article about how he and Gary started the first regional; look for it in this edition of the newsletter.

Today is a beautiful day and I am inside writing this instead of being out in my car! I think I will go for a ride!!

Keep those LBC's (Triumphs) on the road.

*Jack*

## Editor's Notes

Am I the first to say: HOT enough for ya? Last night I enjoyed the music and our fine Triumph folks at the Holy-Field winery. A good time.. but I did get the idea that there were more vintage Alfa Romeo in the lot than TR's. I guess those Italians don't find this KS heat daunting.

Anyway, another issue. With contributions from Steve Olsen, club friend Nolan Wright, the story of the trip to Harvesters and the 2012 Heartland MG Regional, in which our member made a very good showing in the Triumph category,

*Chip*



To our NEW MEMBERS!

Brad and Renee Wasinger  
9649 W. 116th Street  
Overland Park, KS 66210  
954-213-8012  
[b.wasinger@Att.net](mailto:b.wasinger@Att.net)

1980 Triumph Spitfire

## Richard Peak RIP

He was a charter member of KC Triumphs and the newsletter editor from 1982- 1986. He and his wife Virginia were instrumental in the first MATR and All British Car shows in KC. Virginia died in 1999. Visitation at Amos Funeral Home Friday 6 to 8 and Mass at 10 AM Saturday St. Pius X Catholic Church 5500 Woodson, Mission KS. Richard & Virginia were among the "Good Guys" that kept our club going in the early years. Condolences to [www.amosfamily.com](http://www.amosfamily.com).

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# WEDGE WORDS

Though our TR8 is largely trouble free at least for a car 32 years young and sporting over 100K on the clock. But it does have issues from time to time. A while back its clutch became juddery on takeoff. At first I thought I just hadn't driven it enough and that my left foot had lost its touch. But no matter how hard I concentrated I couldn't get the car moving from a standstill without a couple jerks. I did replace the clutch once years ago when I had the transmission out for rear seal replacement. The parts I removed looked nearly as good as the new ones but I had access and I had already bought the parts so I dutifully replaced them. Could it be that they had already (perhaps 50,000 miles or so) worn out? Surely not.

So of course I started where all British car mechanic wannabees do, I went after the carbs. I made sure the dashpots were filled with fairly viscous lubricant. I checked that they were synchronized at idle. I checked the mixture even leaving them a bit richer than I usually like. And I attacked the ridiculously complex interconnect linkage. Eventually I got that adjusted so that at part throttle both carbs were drawing equal amounts of air. And I made sure the dreaded water chokes were fully opening. Things seemed better but still not right.

So I checked all the vacuum hoses for any leaks but found none. I pulled the plugs and noted they were all the same proper shade of very light tan. Compression check showed nearly equal readings on all 8 cylinders. Ignition timing was right at 32 degrees with vacuum disconnected and plugged and engine revving around 4K. Everything in the engine room seemed now to be tip top. But the judder was still there!

Just for grins I intentionally let the clutch slip for a while to burn off any possible contaminants. That made a big improvement! So all that engine work was nice but unnecessary. At least now I was able to take off smoothly or mostly so. But after a few miles on the highway the troubles soon returned. At the risk of wearing out the clutch disk or warping the flywheel I burned off the clutch again and temporarily fixed the problem though I knew the fix wouldn't last and it didn't.

So finally I crawled under the car to check for oil leaks. The engine was mostly clean and dry with just a small seep from the front of the crank. The transmission was more juicy but not overly so. It has always leaked some especially after I let it sit for a few weeks. Wait, was I starting to see a clue?

I hadn't been driving the car much what with the weather not being quite perfect and my life having gotten busier than I like. And shortly before I quit driving the car at least weekly, I had filled the transmission with fresh ATF per the maker's recommendation. And probably I had overfilled it just a wee bit. So I opened the filler and a couple spoonfuls of red stuff ran out. And once I burned the clutch off one more time the problem was solved. I guess the transmission front seal isn't quite able to hold back the liquid when some idiot overfills the case.

So the moral of this sad story is that I should do less maintenance and drive the car more.

*Steve Olson*



# ^SQUEAK!



My name is Nolan Wright. Though some of you may not realize it, you already know me, or at least, know of me. My father was Frank Wright, the man who delivered the memorable speech two years ago. We own a plethora of classics, including a 1959 Tr3, owned by a colonel, fighter ace, and ex p.o.w. of(I believe) 6 years, a 1938 Chevy half ton, 1968 GMC ¾ ton, 1960 MGA, and 2001 Porsche Boxster. Jack Edwards asked me to do a story on any interesting experience I've had involving cars. Unfortunately, I don't work on the triumph too often, and don't get much access to the other lbc's either. So take

this as an American change of pace.

Two weeks ago, my friend came over complaining of noisy brakes, saying "I'm surprised you didn't hear me leaving my house!" I agreed to check his brakes, if he cleaned my garage, of course. His car is a

1967 thunderbird with a 390(opposed to a 428 or 429), making his the only car I know of that's mocked because it has a big block V8. The pads had several cracks in each, how they got there I've no clue. I cleaned the pads and sprayed brake quiet on them. For the first half hour of driving he praised me, as we cruised along with nothing but the smooth rumblings of the high-powered eight cylinder. But not long after, the awful squeaking returned, nearly full force, and the appraisal quickly turned to vocalised annoyance.

One week later, his dad bought him a new set of pads, so I replaced them In a short afternoon, and hung up one of the old mystery pads on my wall. However, his brakes seemed destined to cause him trouble.

The horrendous squeaking was no more, but in its place, a faint dragging sound when you let off the brakes. It fluctuated rapidly, making me think of warped or dirty rotors. We cruised around town, and agreed to have a shop take a look.



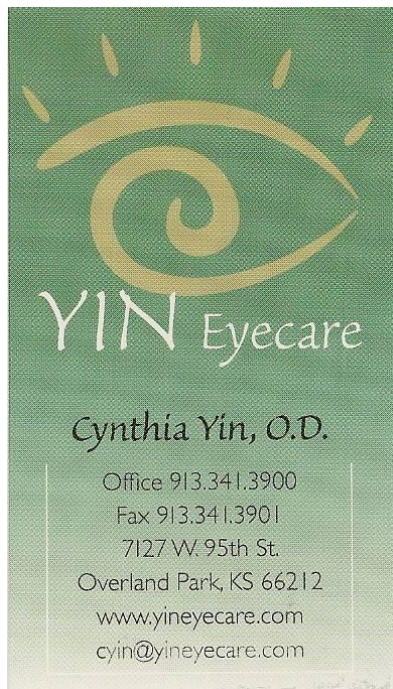
Later that evening, while driving my GMC, right in the middle of the second busiest street in my town, the gas pedal dropped to floor, forcing me to pull over at the next turn, but luck was in a teasing mood that day, and I was forced to ride the clutch for what felt like miles(probably 20 feet) getting honked and cussed at all the way. I popped the hood and was proud to instantly see the problem, even if it was elementary. The throttle had disconnected from the gas pedal, requiring me to slip a small, 1/8 inch nub into a hole on the throttle lever

roughly the same size. Easy enough, I thought, as I reached in, expecting to be back on the road in seconds. Instantly, the right side of my left arm lit up with pain as I brushed up against the carb.

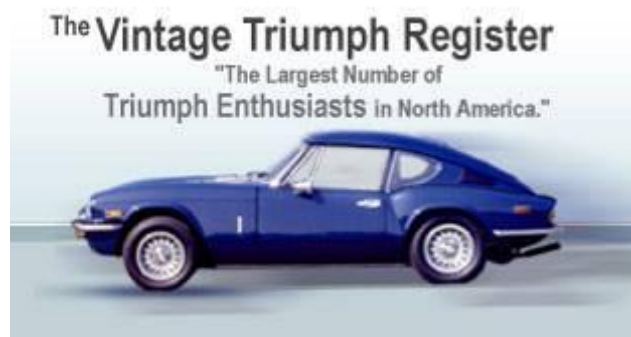
I jumped, yelped, and grimaced in a single motion. After nursing my arm for a few seconds, I dove back in, more carefully, and still the same searing pain, receiving a welt on the knuckle of my thumb. I tried different angles, but nothing worked. By now, the sun was sinking fast and tiny welts were appearing

along my arms and hands. I leaned against the tire, trying to think how to get myself home (I wouldn't dare concede defeat and call mom for a ride). I decided to go for the macgyver method, and laid out all of my on the road tools.

aside from two screwdrivers and a roll of duct tape, I had nothing. I desperately needed a glove, or something, I instantly thought of the duct tape, and set to work constructing two thimbles. I took this far too seriously, fitting and reinforcing time and time again. Armed with my pudgy, chrome thumb and forefinger, I set to work with new confidence. It was still very difficult, and I jumped back three times, nursing my fingers back to body temperature. Finally I slipped it into place, only because I largely ignored the searing heat.



I drove home, opting for the engine sound instead of the radio, and starting off in first, even though it redlines at 5 miles an hour. In that moment, with the setting sun in front of me, and creeping twilight behind me, I was having one of those rare moments that you never want to end. Each shift was a moment so happy, yet simple, I think I wouldn't mind reliving it for an eternity. The more we have to put up with for these cars, the more we fall in love with them.



Membership forms and all the benefits of membership are online at <http://www.vtr.org/>

# Armacost Museum Visit

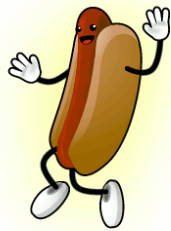
June 23, 2012



The Gang's all here!







Kansas City Studebaker

This guy has a helluva Grill

We asked the MGA and The KC MG Club to join us and had a good group of car enthusiast show up. Few drove their cars because of the heat, but the museum is air conditioned and was very comfortable. Most of us have been to the Armacost many times, and they have added cars to the display each time. They have another building, where they restore the cars. They have 3 people working full time, and had just hired a fourth. This is the second generation of the Armacost family that has run the museum. The Armacost's ran a Studebaker Dealership at 14<sup>th</sup> and Baltimore from the very early 1900's until the 1980's. When Studebaker went out of business they became a Pontiac dealership. The first Gran Prix in KC was sitting in their showroom when a car crashed through their window and totaled it. Now they are active in The Art of The Car show and have several cars on display during the show. As their interests have changed they have added many other brands of autos other than Studebaker. I have a personal interest in the Armacost because my father was their new and used car manager for several years in the late 40s and early 50s.

*Jack*



## HARVESTER'S, JULY 14, 2012



six members of KC Triumphs, Six realtors from Keller Williams Southland joined together to work at Harvester's. Bread was the product of the day to work with. What do you do with bread other than make a sandwich, toast or bread pudding? First you unload the 80 foot trailer full of it. While 2 people are unloading the trailer you get pallets, 4'X3' cartons are placed on them; this becomes your work station.

There you will load the cartons with loafs of bread. Forty or fifty loafes per carton. Then you stack another carton on top of the first, and start over again. The bread is stacked in plastic trays which contain about 10 loafes of bread. The trays are loaded in the trailer, 3 stacks wide and 10 or 12 high. You move these out of the trailer 1 stack at a time with a hand dolly. A stack is set next to each work station. As the trays are emptied they are restacked and moved back to the trailer after it is emptied.

You repeat this process for 2 hours and in the end you have a trailer partially loaded with empty trays; a lot of bread loaded for distribution; all but 3 or 4 stacks of full trays left to empty; two work stations set up and 12 hot, sweaty, hungry, tired people feeling more grateful for what they have. If you want to see what this feels like join us the next time Nov. 27, 2012.

*Jack*



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*For all your Kansas City Triumph Sports Car Club Regalia, contact:*

This article is an excerpt from the Jan, 1981 KC Triumphs Newsletter, and the group at that time was three years old. We will be running articles for the next several issues of the newsletter showing the progress and results of this first Midwest Regional and the articles that were published about it in magazines. These were provided from our archives by Paul McBride.

## **KC TRIUMPHS NEWSLETTER, VOL. III #3. JANUARY. 1981**

**FUTURE EVENTS:**At the committee meeting of January 9 we could really see what a super event the June Regional meet will be. Officially called M.A.T.R.I., which is Mid-America Triumph regional One, the plans are really starting to fall into place. We want to list the chairman and their area. If you have an interest in helping in one or more area, please give the chairman a call, he will be glad to hear from you!

Paul McBride is in charge of advertising and public relations. He is advertising in various car magazines and will be using area newspapers at a later date. Richard Peak is contacting businesses and companies for promotional material and gifts for the entrants' packet or "goody bag" as it is called. He is also looking for items for door prizes at the banquet and is contacting vendors for the flea market. Rick Torres is in charge of the technical sessions and tour of Kansas City. Gary Davis is in charge of the concourse and skill driving event. Jerry Witherspoon is handling the motel reservations and the banquet and registration table. For those of you that missed the factory film at the banquet we will have it again at M.A.T.R.I. All of the chairmen are looking for help and ideas, so give them a call and mark your calendar right now for June 12 and 13 for the biggest Triumph event the Midwest has ever seen. More info to follow.

**SPECIAL NOTE:** We would like to offer a new column to our newsletter. If you have any questions about your TR concerning authenticity, production changes, parts sources or whatever, we will research it and print the question and answer in the next newsletter. In this way we can all benefit from your experience. Send you questions to the address listed on the bottom of the newsletter and we'll get busy on it.

**ADVERTISEMENT:**Gary Davis is interested in doing interior repair or upholstery work. Anything from seats or interior panels to top repair or new rear windows for the top. He will also rent out his upholstery sewing machine for the do-it-yourselfers. Give him a call if you need some work done.

**MEMBERSHIP REPORT:** Enclosed is the new club roster. You will find some new addresses and let's all welcome a new member, Marlin Cooper and his wife, Pat.

**PAST EVENT REPORT:** The November 15, third annual dinner party was the best yet. Let's all thank Jerry and Bev Witherspoon for setting everything up and thanks to Paul for getting the film. We had twenty-three members in attendance and everyone had a great time. Paul's 1957 TR3 parked in the lobby was a big hit with everyone. The November time slot seems to be better for everyone so

## 1973 Triumph TR6 For Sale— **NEW PRICE! - ~~\$9500~~—\$8900.**

Exterior Color : Midnight Blue ( Good shape on a scale of 1-10 I would say it's a 7)  
 Interior Color: Biscuit (Light Tan) (NEW) Panels and Carpet with NEW Underlay  
 Top: Biscuit (NEW)  
 Tonneau: (NEW)  
 Mileage: 90,001 (Original)  
 Transmission: (4) Speed (Synchronizers all work perfectly)  
 Brakes: 75%  
 Rack & Pinion: Replaced with NEW Quick Steer in February this year  
 Tires: Red Line but would say they will need to be replaced due to age . Tread depth 3-4  
 Electrics: All wiring is sound with NEW Battery, Points, Condenser, Rotor, Dist Cap, Plug Wires  
 Fuel Pump: Replaced NEW Manual Pump with NEW Electric Pump just for a confidence issue  
 Exhaust: No idea how old but is sound and have added Chrome Tips to the twin exhaust pipes  
 Wheels: Original steel wheels with NEW Chrome Wheel Rings and NEW center wheel devices  
 Lug Nuts: NEW Chrome Lug Nuts and Center Wheel TR6 emblems  
 Bumpers: Original with very small corner dent in right rear but have additional chrome bumpers added  
 Oil Pressure: Excellent and does not smoke  
 Alternator: Good charging levels  
 Coil: NEW replacement  
 Windshield Wiper Motor: Works perfectly ( Surprise , Surprise)  
 Sun Visors: Excellent condition  
 Steering Wheel: Perfect condition ( Another Surprise)  
 Clutch: Has had a new slave unit added. Makes a little noise until warms up but needs to be driven  
 U joints and Drive shaft: Appear to be strong. Had differential and transmission fluids changed in February  
 Title: Clear and free from liens  
 Asking Price: Had listed in Craigslist for \$11,950 but have dropped to ~~\$10,950~~ as I need the garage space  
 Please have interested parties contact me directly at :  
 Leonard J. Urban  
 5106 McCoy Street  
 Shawnee, Ks 66226  
 Cell: (913) 449-9790



1978 Spitfire original factory hard top in British racing green. Extremely good condition inside and out and comes with a rolling stand for easy, secure storage. \$500.  
 Contact number in Leawood KS 913-219-8421



# Treasurer's report

COMMERCE CHECKING BALANCE 01/01/12: \$3,508.62

## INCOME

Advertising	\$210.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$180.00	
Membership Dues, Renewal	\$330.00	
Other Inc., Donations	\$0.00	
Other Inc., Grill Badges	\$47.00	
Other Inc., License Plate Frames	\$24.00	
Other Inc., Raffels for Charity Donations	\$128.50	
Other Inc., Raffels for Regional VTR Seed		
Money	\$190.00	
TOTAL INCOME		\$1,109.50

## EXPENSES

Administrative	\$78.14	
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity, 2011 Lupus Foundation	\$300.00	
Charity, 50/50 Raffel Donation to Mind Drive	\$34.50	
Entertainment	\$261.00	
Gifts, Awards	\$0.00	
Gifts, Misc	\$105.73	
Gifts, Name Tags	\$738.74	
Insurance	\$150.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$290.96	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES		(\$1,959.07)

INCOME - EXPENSES: (\$849.57)

COMMERCE CHECKING ENDING BALANCE 06/30/12: \$2,659.05

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 06/30/12: \$2,694.05

## 2012 ART OF THE CAR SHOW

Laraine & I met Teresa & Nolan Wright at the show. The plan was to call them after we got to the show, just before we got to the gate to enter the show I discovered I had left my phone in the car! I was not going to walk 3 blocks back to the car in the heat so we looked for them for a while, then I asked they would announce that we were waiting and where. When they announced it they added that we would bring the entire Triumph Club next year and make sure that 50 people came from Iowa with Teresa & Nolan. They had been visiting with a friend that is helping Nolan with Frank's cars. We only got to see about ½ the cars the girls were melting. It has always been hot at this show but never this hot before.



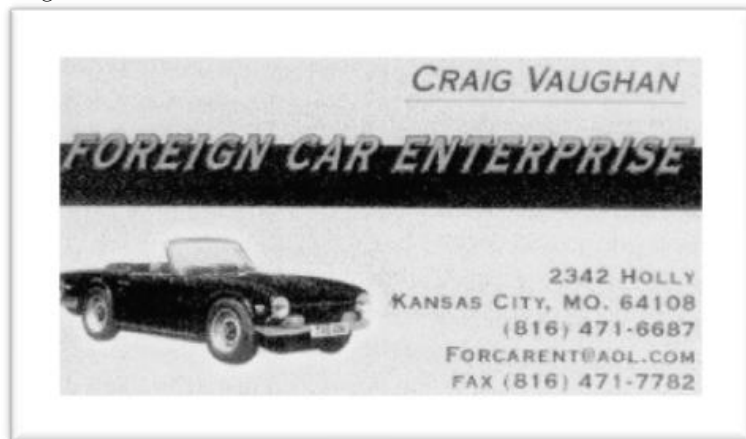
if



Triumph was well represented in the show. Tom Leiker had his TR3 entered and James & Becky Summers had their TR4 entered. I had a list of entrants saved to write this and couldn't find it today. I apologize to anyone that I missed mentioning. James car is amazing, if you remember it is the 4 that the fellow brought from Peculiar to Club Night Out, it had snow tires on the front! We all looked at it to give him a price opinion. We ran into the kids from Mind Drive and got to visit with them about their trip from California to Florida. They had just gotten in from the trip. The young man that told us about the trip had been a gang-banger, shot and run over 6 times, he is now entering college this fall and wants to be an attorney. He will be a mentor next year for Mind Drive. We also got to visit with Tom Strongman; he agreed to help us promote the 2014 Regional.

If you haven't attended this show you have really missed one of the premier shows in this region of the country. The number of cars & quality has gotten better each year.

Jack



# 2012 Heartland MG Regional Voting Results



- A. Prewar 1<sup>st</sup> David Holm '37 MGTA #28
- B. TC 1<sup>st</sup> Chris Cassell '47 MGTC #15
- C. TD 1<sup>st</sup> Rob Camblin '51- #55 2<sup>nd</sup> Dan Craig '53-#18 3<sup>rd</sup> Mary Anderson '52-#5
- D. TF 1<sup>st</sup> Monte Short '54 - #41 2<sup>nd</sup> Gary Mills '55 # 31
- E. MGA 1500 1<sup>st</sup> Leman Schulz '58 A 1500 - #106 2<sup>nd</sup> Ron Behm '59- #9
- F. MGA 1600 1<sup>st</sup> Brian Goldsmith '61 - #23 2<sup>nd</sup> Jerry Cahill '59- #101 3<sup>rd</sup> Ken Grant '62-#24
- G. MGB 62-67 None
- H. MGB 68-71 1<sup>st</sup> James McKenzie '71-#110 2<sup>nd</sup> Denny Hale '68-#27 3<sup>rd</sup> Mike Crews '71-#53
- I. MGB 72-74 1<sup>st</sup> Bob Cook '74-#17 2<sup>nd</sup> Al Moore '73-#33 3<sup>rd</sup> Dennis Gunderson '74-#25
- J. MGB 74.5-76 None
- K. MGB 77-78 1<sup>st</sup> Jack Berkowitz '77-#115
- L. MGB 79-80 1<sup>st</sup> Randy Cohn '79-#16 2<sup>nd</sup> Bruce Cratty '80-#19 3<sup>rd</sup> Dave Balsillie '80-#6
- M. MGB GT 1<sup>st</sup> Terry Davis '73-#50 2<sup>nd</sup> Rick Mills '73-#1
- N. MGC 1<sup>st</sup> Paul Briggs ?-#13 2<sup>nd</sup> Bob Shaw '67-#114
- O. Midget - Chrome 1<sup>st</sup> Paul Green '65-#102 2<sup>nd</sup> Phil Nicholson '65-#36 3<sup>rd</sup> Steve Dupus '71-#3
- P. Midget - Rubber 1<sup>st</sup> **Steve Olson** '76 #37
- Q. MG Variant / Saloon None
- R. MG Modified 1<sup>st</sup> Bill Davidson '74 MGBGT #20 2<sup>nd</sup> John Ulrich 69' MGBGT #47
- S. TR2-3 None
- T. TR 4 - 250 1<sup>st</sup> Steve Nyquist '66 TR4A #118 2<sup>nd</sup> Craig Vaughan TR250 #111
- U. TR 6 1<sup>st</sup> **Brad Baumgart** '74 #8 2<sup>nd</sup> **Steve Boyse** '72 #12
- V. TR 7-8 None
- W. Spitfire - GT6 1<sup>st</sup> **Ed Blend** '78 Spitfire #11 2<sup>nd</sup> **Geoff Rollert** '69 GT6 #38 3<sup>rd</sup> **Roger Elliot**
- X. TR Other None
- Y. AH 1004 - 1006 - 3000 None
- Z. AH Sprite 1<sup>st</sup> Steve Dupus '60 #4 2<sup>nd</sup> Vic Carter '65 #14
- AA. Other British 1<sup>st</sup> Bob McAdoo '57 Morris Minor #51 2<sup>nd</sup> Steve Morris '63 AC Greyhound #34
- 3<sup>rd</sup> **Bill Young** '73 Lotus Europa #113
- BB. Photo Contest** 1<sup>st</sup> **Chris Cassell** #4 2<sup>nd</sup> Greg Smith #3 3<sup>rd</sup> Greg Smith #2
- Peoples Choice Bill Davidson '74 MGBGT
- Best of Show Dan Graig '53 MGTD MarkII





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# 2012 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
<b>July</b>					
5th	Club Night out	6:00 PM		Birdies	
14th	Boulevard Drive In	7:00 PM	Steve Boyce	Merriam, KS	
20th	Holyfield Winery	6:30 PM	Larry Taylor	Basehor, KS	18807 158th St.
26th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
27th & 28th	Carthage Auto Show			Carthage, MO	
<b>August</b>					
2nd	Club Night out	6:00 PM		Birdies	
30th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>Sept</b>					
1st and 2nd	All British Car & Cycle Show	?	Ed Blend	Zona Rosa	Ed to fill in details
6th	Club Night out	6:00 PM		Birdies	
7th & 8th	Brits in the Ozarks		Larry Birks	Springdale, AR	Details will follow as time nears.
27th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
29th	Bar-B-Q	6:00 PM	Richard Woody	Richard's House	17215 NE 123rd St. Kearny MO

<b>October</b>					
4th	Club Night out	6:00 PM		Birdies	
13th	Atchison Antique Tour		Larry Taylor	Atchison	Details to follow
25th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
27th	Chili Supper	5:00 PM	Woody Underwood	Woody's House	1218 West 61st St. K.C. MO 64113
<b>November</b>					
1st	Club Night out	6:00 PM		Birdies	
10th	Steamboat Arabia	?	Ed Blend	River Market	Ed to arrange
20th	Harvesters	6 - 8PM	Jack Edwards	Harvesters	
29th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>December</b>					
6th	Christmas Banquet	?	Cynthia Yin	?	Cynthia and Ed among others to determine
<b>2013</b>					
<b>January</b>					
12th	Planning Meeting	TBD	Jack Edwards	TBD	
<b>Undated</b>					
3rd Sat of Month	Top Down Drive with Ron. Open to side curtain cars. Ron emails destination, meeting place and time one week before the run	11AM approx	Ron Ray	?	



?	West Bottoms Antique Tour	?	Chip Kiger	?	Drum up interest and Chip to set up
?	Weston Tour	?	Larry Taylor	?	If we can drum up some interest

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

Club Director

Jack Edwards

[jackhedwards@gmail.com](mailto: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 119<sup>th</sup> Terr

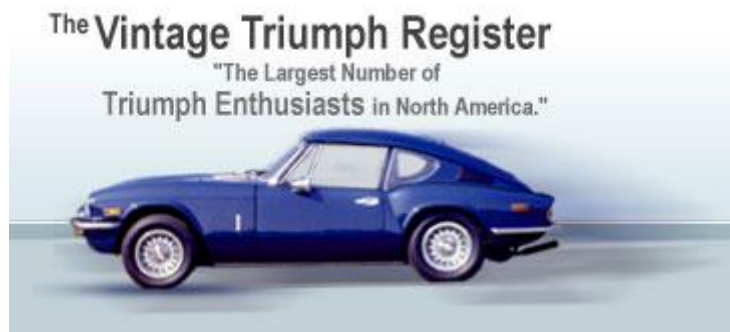
Overland Park, Ks. 66213

913/681-3202

[Rgaguilar@aol.com](mailto: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!



Membership forms for the VTR are online at <http://www.vtr.org/>