

Triumphs at Holyfield: Wine and Jazz...



**Holy-Field Vineyard and
Winery in Basehor
Kansas, 2012**

A beautiful evening of Jazz by Tom Carwright and amazing friends. As usual the wine is always good along with food shared by the Triumph Club members. The weather turned out nice and was actually not that hot.

It was very nice to meet Sandy and Steve's new daughter in law Salena and son Marcello who entertained us with his smiles and dancing ability.

All together seven couples attended the event.

As always we are looking forward to next year at the winery and upcoming events with the Triumph Club.

Thanks -

Linda and Larry

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



Club Officers 2011	
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	Historian: Paul McBride (co-founder) 913.441.0499 pmcbr3@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
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 Ckigar@Hexnut.us . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)
http://kansascitytriumphs.com/	

Directors Drippins XXXI

I didn't think I would ever see the day when Triumph owners, other than those with TR7's & 8's would be seriously talking about how they could add A/C to their cars. Last week there were people talking about it and even some that had started to do it. This has to be the hottest summer most of our cars have ever seen. I am now in the process of adding an electric pusher fan and a 13 bladed TR6 fan to my car. Even if we have to be hot we have to keep our engines cool.

We had a great list of events in the last newsletter. I was able to attend all except going to the drive-in; we had to attend a wedding. Even with the heat we had fairly good attendance at all events. There was a lot of negative talk about the All British Show being held in a garage. Attendance was down but I personally think that it was a good change. We would have been a lot hotter and muddier at the airport plus the wives were a lot happier having shopping available and restaurants. We had a very good showing of Triumphs, taking 13 of 17 trophies. Three of those went to out of state cars and one went to a Spitfire, he said he was joining the group.

We had a good group at the Carthage show with Tom Leiker winning 1st place with his TR3. If you see Tom ask him to see his trophy, he has it wrapped in bubble wrap in his trunk. The Fayetteville Show was a record setter with 174 cars & bikes and raised \$19,000 for ALS. The trip down was an adventure 6 cars started out from Harrisonville. When we started to leave Carthage Ron & Susan Ray had a flat tire. It was quite a scene with 13 people watching Ron change the tire. Everything was going well till about an hour out of Fayetteville when Roger Elliott's Spitfire started making engine noises. A couple from St. Joseph where following Roger & Pat and stopped with them the rest of us got about a mile down the road before we missed them. The St Jo couple were towing their MG. They took the MG off the trailer and loaded the Spitfire on, and away we went again. The next obstacle was really heavy rain and wind. We were fine until people started pulling over 2 & 3 deep and we had to creep along. When you do this without side curtains you get very wet. We got past the storm got to the motel put on side curtains and unloaded, we just got to the entrance

and the rain hit again. Saturday was beautiful and we all had a good trip home Sunday.

We have made progress on the planning for the Regional in 2014. The Elm's was selected as the venue for the show. We will have a short meeting at Richard and Anne Woody's picnic to form a committee for the Regional. We need a lot of help!! Be thinking about what you would like to do to help, and please step up to help! September 29 at 6pm at the Woody's. Keep those LBC's on the road..

Jack



Hear the Call?

It's time to RENEW your Membership!

Dues (\$30.00) are now due for your 2013 membership. If you haven't paid yet, please send your membership renewal dues to:

Bob Aguilar
12713 W. 119th Ter.
Overland Park, KS 66213

You can also pay in person if you go to Club Night Out at Birdies, Thursday October 4th. If paying by check, please make check payable to "KC Triumphs Sports Car Club". The sooner you pay the sooner you will be included in the next Membership Directory due out in October 2012.



The A-mazing Supermarine Spitfire.

Editor's Notes

Here it is! Your new edition of the TR times.
We've got some great Photo albums or area shows,
courtesy of Jack Edwards and Pat Fischer

Once Again Steve Olsen comes through with an
outstanding technical tale.

Pat F. clued us in on 'Grace', be sure to have a look
at her pictures and read about the cancer fighting
abilities of Little British Cars.

The next issue will mark my 30th issue and I am
starting to think about the advantages of term limits.

If YOU can see yourself in a snazzy bow tie, do
think about the opportunity of assisting on putting
the newsletter together with the thought of
becoming:



And eventually:



Chip



To our NEW MEMBERS

Neal, Janice, Graham & Noah Eidemiller,
1975 TR-6
Chris & Pam Lamble, 1971 TR-6
Steve & Christy Nyquist, 1966 TR-4A
Terry & Julie Preston, 1971 Spitfire
Steve & Kim Peak, 1966 TR-4A
Greg Schoenhals, 1959 TR-3A

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Low Overhead



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Convertible Top
Total Restoration

2012 KC All Brit winners

A	Healey		3 Steve Boyse	T	Other British Sport
	1 Mac Humphries	L2	TR6 '74 on		1 John Brunk
	2 Barry Skikine		1 Brad Baumgart		2 Duke Samouch
	3 Keith & Judy Bowens				3 Gary Krings
B	Bugeye		2 Chad Jester	U	Modified British cars
	1 Sue Carrol		3 Art Graves		1 John Ulrich
	2 Joseph Hallauer	M	Spitfire & GT6		2 Bill Davidson
C	MGA		1 Will Burke		
	1 Joanne Thieje (We miss		2 Charlie Hoch		3
you Leo)			3 Ed Blend		
	2 Ken Grant	N	TR7, TR8 Stag		
	3 Brian Goldsmith		1 Richard Woody		
			2 John Maas		
D	MGB/MGC chrome		3	W	British cycle
	1 Al Moore	O1	Jag sports thru '87		1 James & Victoria
	2 Pam cresswell		1 Kris Gamble		
	3 Jim Danielson		2 Bill Creswell	Keeler	
E	MGB black bumper		3 Ted Smiley		2
		O2	Jag sedan thru '87		3
	1 Randy Cohn		1 (none entered)		
	2 Diane Cotton		2		
	3 Skip Charette	O3	Jag '88 to current		
F	MG T series and pre-war		1 William Eickhorst	X	AC, AC Cobra (kits
	1 Tommie Camblin		2 Becky Summers		included)
	2 John Boles	P1	3		
	3		Mini Classic		1Roy Haler
G	MG Midget & box Sprite		1 John & Johnna Perry		2 Dennis Cowans
	1 Paul Green		2		
	2 Victor Carter		3		
	3 Al Calon	P2	Mini BMW		3 Tony White
H	MGB & MGC GT		1 David Gray	Tied with	
	1Paul Briggs		2 John & Johnna Perry		3 Paul Stevenson
	2 Phil Collins		3		
	3 Rick & Monica Mills	Q	Land Rover		
J	TR2 & TR3		1 Vince Bertrand		
	1 Mark Meyer		2		
	2 Gregory Schoenhall		3		
	3 Paul McBride	R	Lotus		DIAMOND IN THE ROUGH
K	TR4, 4A, 250		1 Alan Miller		
	1 Steve Nyquist		2 Dennis Maruzak		
	2 Pat Fisher		3 Marvin Angleton		
	3 Mark Canaday	S	British saloon		
L1	TR6 thru '73		1 Scott Williams		
	1 Johnson Bouquet		2 John Burrows		(none entered)
	2 David Macintosh		3		

WEDGE WORDS



The TR8's clutch slip was not getting better so I finally decided to delve into that problem. I had years ago replaced the seals in the front and rear of the transmission to reduce the leaking and had replaced a perfectly good clutch with a new clutch kit because nobody wants to do this work twice. Unlike earlier TR's the wedge shaped car's tranny is removed from below just like American cars. So I raised the car up on jack s

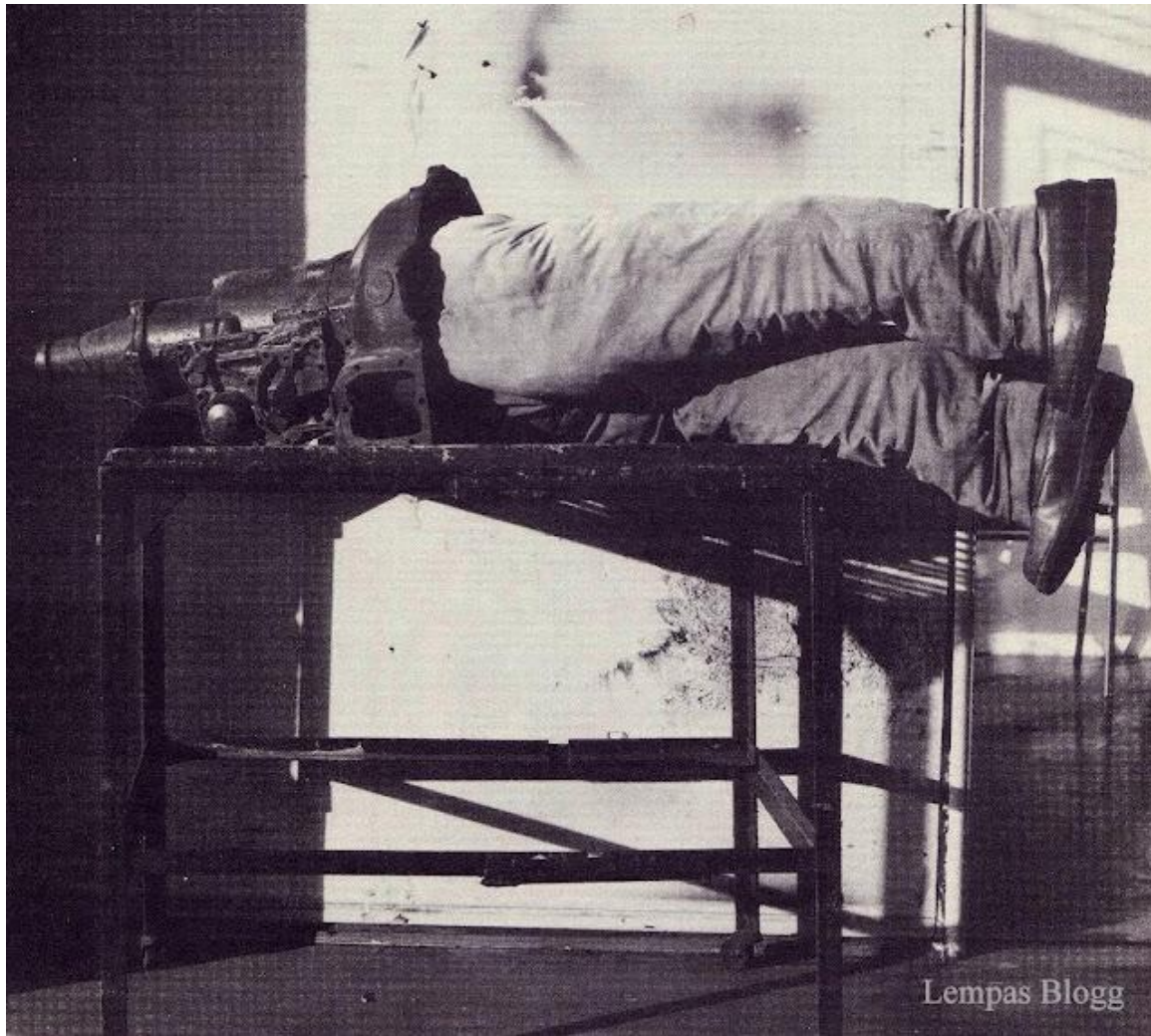
tands as high as I dared and slid my creeper under to take a look. The first trick is removing the dual exhaust which runs smack dab under the tranny. No easy task since just removing the muffler clamps doesn't release the pipes slid into each other and rusted together. But the cutting disk on my little grinder soon split the outer pipe and brute force soon shook the inner pipes out. Reassembly would be a problem for another day. After that it was just a matter of removing the cross member, drive shaft, speedo cable, backup lamp wiring, clutch slave, and all the bolts holding the bell housing to the engine. Only a few blood sacrifices were required. With the tranny resting mostly on the trolley jack as the Brits call my floor jack, I slid it back and it dropped fairly gently to the floor. I could then see the clutch was simply bathed in tranny lube which in my case was ATF. This is supposed to be a dry clutch but some idiot (me) had over filled the tranny and much had leaked past the front seal.



I still had the old clutch I had removed long ago and it still looked nearly new so that is what I used for a replacement. But when I tried to reinstall the tranny I discovered I couldn't lift it up into position. The Rover 5 speed must weigh close to 100 pounds. Lying on my back atop the creeper and reaching to my side I could just get both hands under the tranny but with all the wrong leverage there was no way to budge it let alone lift it up a foot and shove it home. I must have been stronger last time I did this. I managed to get things up enough to slide my floor jack under the center of the box and tried to guess the center of its weight. The tranny is somewhat rounded on the bottom so it took both hands to steady it while I raised the jack using my foot. It fell off a few times but hands, legs, and other body parts cushioned it and kept the aluminum bell housing from getting broken. This is great exercise and I highly recommend it if you plan to be ready for the next Olympics. But each attempt grew more feeble as my aching muscles trembled.



I dug out my old spare floor jack and decided maybe I could balance things on 2 jacks. Somehow that finally worked to my great amazement. Reassembly went without too many issues and eventually it was time to bleed the clutch hydraulics. I filled the reservoir on the master and opened the bleeder valve and waited for gravity to do its job. There was no drip! So I applied gentle air pressure to the vent in the cap on the master and still nothing. I tried my vacuum pump on the bleeder and nada. I finally removed the bleeder and



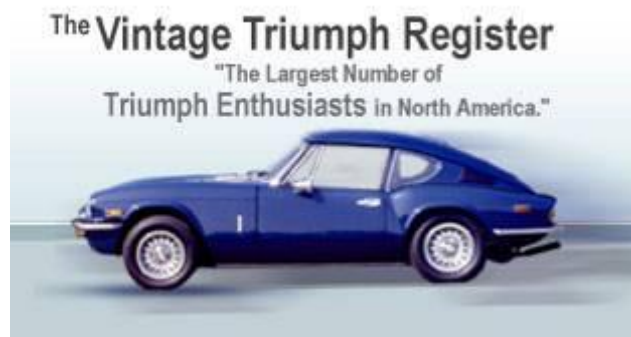
found the opening in it slightly full of crud but not completely blocked. In frustration I loosened the line from the slave and was surprised to see fresh fluid begin to run down my arm into my arm pit. So I removed the slave which is no small task and opened it up on the workbench. Sure enough there was just enough goo built up inside to completely plug the bleeder. I should have waited to get a rebuild kit but wasn't willing to spend any more time and money so I cleaned things up and honed the cylinder and got it reinstalled after just a small fight getting the line's fitting to thread in straight. Then filling the reservoir and opening the bleeder allowed gravity to push the air out of the system with no hassle at all. I hope I don't have to do any of this again anytime soon. I'm getting too old and soft for this kind of physical labor.

Morale here is that when it comes to filling the tranny with lube, more is not always better.

Steve Olson



Jack and Richard at the 2012 South Central VTR Regional at Tulsa Oklahoma



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



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

FatRun 2012!



Kansas City MG Car Club

Mark your calendar for FatRun 2011, Saturday & Sunday, October 20-21, 2012!

Participants will meet at McDonalds at the intersection of HWY 24 and 291, Independence, MO.

After fueling ourselves and our LBCs, we'll have the Drivers Meeting at 7:45, then leave at 8 AM sharp.

Saturday night we'll be staying at the Super 8 in Rolla, MO 573-426-6688.

\$65 for either 2 queen beds or a single king/16 rooms available until Wed. Oct 13.

When you make your reservation, tell them you are with the KC MG Car Club. This is a KC MG club event that I organize, but if anyone in the KC Triumphs wants to come, they are welcome.

If you are planning to attend, please contact: Cecil at vitesse6@gmail.com, 620-688-0920
or Mia, 620-870-0278

We look forward to seeing you there!

2014 REGIONAL: FIRST REPORT

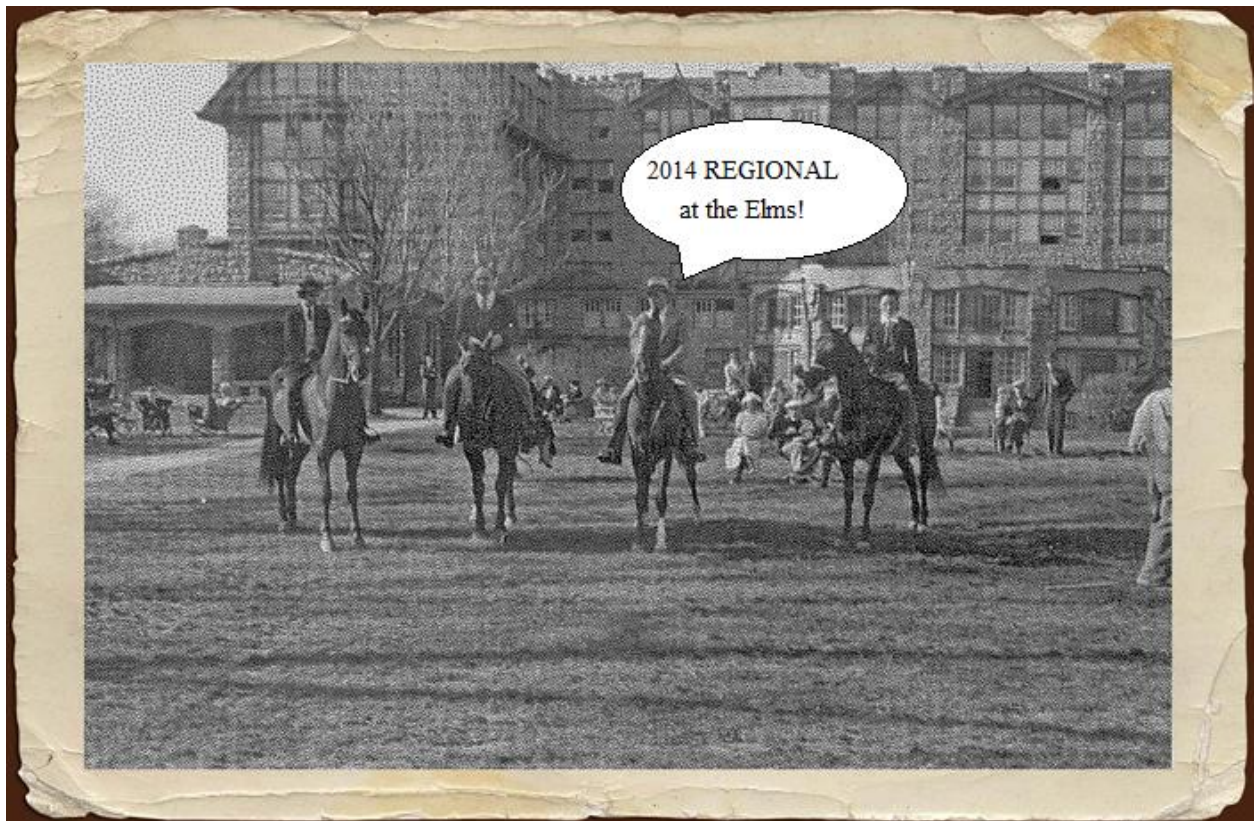


The Elms Hotel & Spa has been chosen as the location for the Regional. We will be able to have a car in the lobby and the show will be on the grass behind the hotel. We have a guaranteed room rate of \$104 + tax. The hotel had a meeting with the mayor, chief of police, chamber of commerce and the city manager. We have received letters from the city manager and the chief of police, who agreed to block of streets for our use for a parade or special use.

We will have our first organizational meeting Saturday the 29th at the Woody's picnic. We need the help and attendance of each and every member to make this a success!! Follow the articles about the first Regional started by our group in 1981 to see what it took to make it successful.

See you at The Woody's

Jack



This is the second installment of the history of the first Regional held in 1981. The report is from the Archives of The Kansas City Triumph Group, furnished by our Historian Paul McBride (one of our founding members).

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

The arrangements are in the final stages and we are receiving inquiries from other states concerning this event. Headquarters is the Blue Valley Manor – Best Western, I70 and M7, Blue Springs, Mo. Jerry has done a great job of arranging special room rates, the banquet and the use of their facilities. Paul's advertising is already out in Old Cars Weekly and will soon be out in other publications. Rick is in contact with a representative from Champion for the tech session. Rick is also planning the route for the tour and Paul is making arrangements for some films from the factory. Richard has many contacts for items for the goody bag and is working on other special needs. Gary is setting up the concourse judging forms and arranging for the trophies.

The schedule is as follows:

Registration: Opens at 8:00a.m. Friday morning to welcome Participants and distribute Materials. It will be located in the hospitality room.

Tour: 1:00 – 3:00 p.m. Friday. This is a chance to show off K.C. to our out of town guests and see some of the highlights of the area. All cars participating in the tour will be given bonus points for the concourse judging.

Tech Session: 7:00 p.m. Friday. We plan on two separate presentations on specific Triumph related areas.

Films: Showing the factory films will follow the Tech Session.

Flea Market: 8:00 a.m. – 1:00 p.m. Saturday. Parts, literature and cars may be displayed for sale. Bring out those spares and let's do some swapping.

Concourse: 1:00 – 4:00 p.m. Saturday. We will use a modified form of the traditional judging method, which is gaining wide acceptance. All Triumphs present will be asked to park in the appointed class areas so that we can see all cars together. Preliminary classes are as follows, and are dependent on number of cars per class;

Pre TR2 – 1800 and 2000 Roadsters, Salons, Mayflowers, etc.

TR2 – TR3 – early TR3's before Commission number 22014

TR4 – TR4A

TR5 – TR250 (May be combined with TR4 – 4A)

TR6 – All

TR7 - All

Spitfire and GT6 – All Vitesse, Herald, 2000 etc. and Stags

Modified cars – racing or custom

Triumph powered cars – Morgan, Bond, etc.

Long distance award driving a Triumph

Awards Banquet: 7:00p.m. Saturday. We will have a buffet banquet and give out the trophies, plus door prizes. Banquet cost is \$18.00 per couple and the bar will be cash. There will be live music and dancing in the lounge for all those interested.

Flea Market: 8:00 a.m. – 12:00 p.m. Sunday. We will extend this activity to allow for that last minute shopping before the journey home.

Registration cost is \$20.00 per family. This is our first chance at a major meet in the Midwest; everyone's participation will make it our most prized experience.

2012 All British

Labor Day weekend saw the 31st Annual All Brit in a new location, The Zona Rosa Shopping Mall. 98 vehicles were entered, from late model Jags to a 1977 Triumph Bonneville motorcycle.

I was somewhat leery about having the show in a covered parking lot, but it was not bad. The weather was gorgeous and a nice breeze was blowing through the lot. The closeness of shopping, restaurants and coffee shops made the day quite pleasant. Our club had a nice turn out and we displayed our cars with deserved pride.

Rumor has it that next year we will be in the same place, however that has not yet been decided. The All Brit committee will be meeting throughout the year and I will keep everyone informed.

Ed Blend

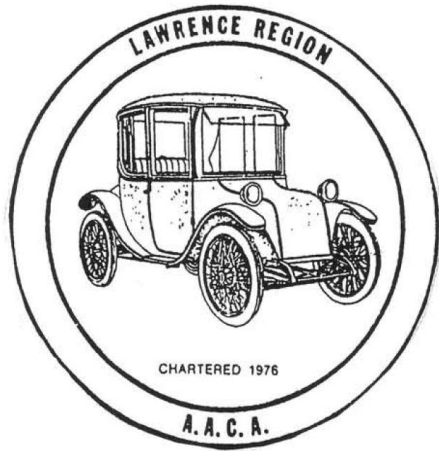
Pictures by Pat Fischer





More Pictures by Ed Blend





40th Antique Car show in Lawrence 10/7/2012

*This is one of our favorite shows of the year
because you never know what kind of cars you'll
get a chance to see. - Pat Fischer*

SUNDAY, OCTOBER 7, 2012 - Douglas County 4-H Fairgrounds -
Registration Begins 9 am - Trophy Presentation 2 pm. Peoples
choice awards - feature make Ford Model T's and A's. For more
information call 785-843-1664 or email: lawrenceaaca@aol.com

ATCHISON ROAD TRIP – OCTOBER 13TH



We will meet at the McDonalds in Platte City just
off of I-29 and Mo 92 Highway at 9:00 a.m. on
Saturday, October 13TH. From there it is about a 40
minute drive to Atchison followed by free time
where you can group up with other members or
individually and visit some the many Atchison
offerings, including Nell Hills, the Amelia Earhart
Museum, the Historical Museum, the Rail Museum,
the Muchnic Art Gallery, antique stores or take a

walk along the scenic waterfront. We will then meet up for lunch (time and location TBD). Haunted
Trolley tours start at 2:00 p.m. or enjoy a haunted house tour or just continue browsing and then head
for home when you are ready. For more information on Atchison, go to <http://www.atchisonkansas.net/>
. Linda and I have a room booked for the night at the AmericInn Motel & Suites in Atchison. We
understand that they expect to sell out that day and only have a few rooms left so if others are
interested in spending the night, please book early at 913-367-4000. Larry Taylor 913-620-8703
larry@taylorgroupcpa.com .



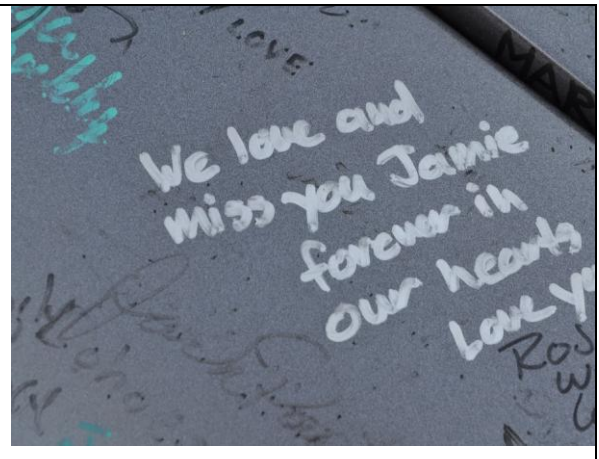
Photos by Pat Fischer

DRIVING AWAY CANCER ONE MILE AT A TIME

Drive Away Cancer uses the metaphor of an abandoned car named Grace – shot full of rust and battling constant mechanical demons – to bring hope and inspiration to those affected by cancer. With every stop across America, thousands sign the names of their loved ones on the car to ensure that whatever the outcome, cancer can never take away the impact that each of us leaves behind. Help us keep drive alive and join us as we continue to Drive Away Cancer.

Amazing Grace

An abandoned car named Grace. A mission to drive across America ... and change lives forever. You're invited to join us on the ultimate road trip — an unforgettable journey of inspiration and hope — encountering everyday people whose lives have been impacted by cancer. The people they meet will see wishes granted and courage in motion ... and realize that nothing is impossible





BRITS *in the* OZARKS

Six LBC's left Harrisonville at noon, Friday, September 7 for Fayetteville, Arkansas. Whenever we leave on one of these trips I feel much closer to my pioneer relatives must have felt when they left for the unknown adventures they were facing. The first leg of the trip was boring and I was losing my pioneer spirit. Then we stopped at Carthage, first Gary's TR6 decided to vapor lock and not restart. That solved and everyone refreshed we started to leave. When we pulled out there was a commotion of horn honking, pulling back in to the trading post (McD's), we found Ron and Susan had a flat tire. As 13 of us watched Ron changed his tire, Roger did help by taking the flat and airing it up. We hit the trail again, after checking our phones radar function to see if we would beat the impending storm. I think the pioneer's would have licked a finger to check the wind and looked up at the sky. Off we were down the concrete trail again. Larry was leading the caravan in Trumpy, just rebuilt and finished the previous night. About an hour out of our destination, Larry pulled off the trail, our followers had all disappeared. We spotted two cars about ½ mile behind us. We returned to them, in reverse to find that the other group was about the same distance. Susan Ray called and said that Roger had engine problems. The rear vehicle was towing an MGB, they unloaded it loaded Roger's Spitfire, and we were off again. One half hour later we found the impending storm, we drove through without side curtains and got ahead of it again. Upon reaching our Inn, (Holiday) we unloaded our gear and installed the side curtains, a few feet from the entrance the storm caught us again. Fortunately the trip home was uneventful.

The show was managed with efficiency by The British Iron Touring Club. They moved the barbeque inside away from the storm, made a few adjustments and went on. Saturday the show proceeded without a hitch, a beautiful fall day, great cars and bikes. At the banquet that evening they announced that there were a record 174 cars and bikes and that the show raised \$19,000 for ALS. They talked about losing Frank Wright the previous year and that Teresa had become a sponsor of the show. The speaker was Gerry Coker the designer of the Austin Healey body. Gerry gave a good talk, giving us an insight into the early days of British sports cars.

If you want to get into the Pioneer Spirit join us when we hit the Trail next year.

Jack















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Treasurer's report: 01/01/12 to 08/31/12

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		\$235.00
TOTAL INCOME		\$1,154.50

EXPENSES

2014 Regional VTR, Hotel Expenses	\$500.00	
Administrative	\$83.04	
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	\$792.85	
Insurance	\$150.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$290.96	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES		(\$2,558.08)

INCOME - EXPENSES: (\$1,403.58)

COMMERCE CHECKING ENDING BALANCE 08/31/12: \$2,105.04

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 08/31/12: \$2,140.04

Huge parts and projects sale

It is my desire to get out of the British parts business. I have been selling off my collection of parts, parts cars, and project cars this summer.

Starting out with 48 cars back on June 1st, now down to 23 cars as of Sept. 15th.

I am having a sale here at my building on **October 13th** and **14th**. I will open the gate at 8 AM, close it at 4 PM. Gravel driveway is available to drive on, not the grass. All cars will be placed out for viewing to purchase or for you to pull parts from. I have boxes of parts that I have not touched in many years in the building. Those will also be brought out of the building and set out for you to dig through for that item you may need. No, I don't have any overdrives.

If you help me in my goal to rid myself of the remainder of this stuff, I will help you with a more than fair price on your Triumph or MG needs.

Triumph TR6 parts cars and projects 1972 – 1975

Spitfire parts cars and projects 1971 – 1980

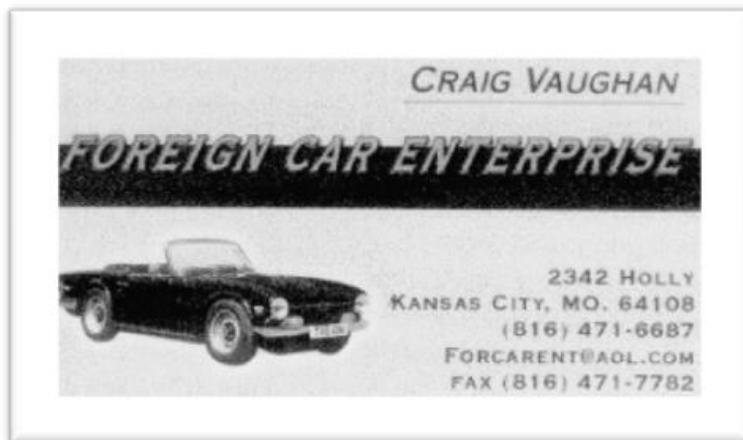
MGB parts cars and projects 1965 – 1978

Midget parts cars and projects 1975 – 1979

A few Healey parts as well

Address is 13700 Nation Road, Kearney, MO. Please use mapquest or your GPS for directions. If you have any questions, feel free to call me,

[Joe Blackwood 816-520-2433](tel:816-520-2433)



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2012 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
Sept					
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
October					
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
November					
1st	Club Night out	6:00 PM		Birdies	
10th	Steamboat Arabia	?	Ed Blend	River Market	Ed to arrange
20th	Harvesters	6 -	Jack	Harvesters	

29th	Board Meeting	8PM 6:00 PM	Edwards	Birdies	Anyone Welcome
December					
6th	Christmas Banquet	?	Cynthia Yin	?	Cynthia and Ed among others to determine
2013					
January					
12th	Planning Meeting	TBD	Jack Edwards	TBD	
Undated					
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

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

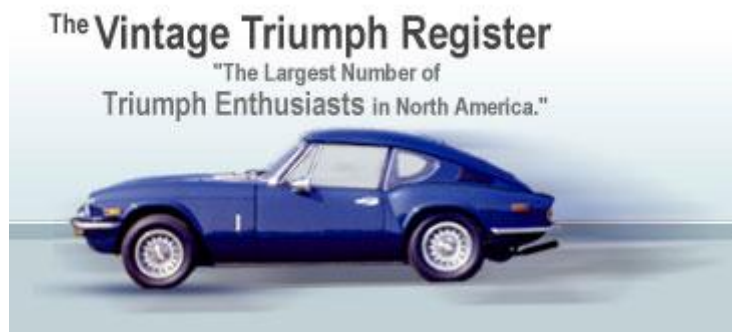
Overland Park, Ks. 66213

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!



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