

Spitfire Dreams

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



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Director' Dribbles

Well here we are in the middle of March and winter finally decided to step in, yuk. Just when I thought it would be nice to get the car out. Actually March has been pretty dull so far, except for the weather.

Bigger and better things are on the way in April. On the 20th is the Olpe Chicken Run, really looking forward to the chicken and I don't even like chicken. We are going this year in the Spit or in my real car, depends on the weather. We are also anticipating a very good time at Richard's program at the Van Till Farm and Winery. That's happening on the 27th, never mind about the blurb I sent out on the Hot Rod Show. I am sure most of us would like the winery instead. I am sure Richard will be sending out more info in the future.

Also, someone please volunteer to take over the newsletter. We really need continuity and Chip is willing to continue for a little while until someone takes his place.

An organization such as ours needs a newsletter, without that our fabric can just unravel. On another note would anyone be willing to be a Program Chairman? That would be a position that would maintain the calendar and think up new and exciting things for us to do as a group.



Snow? What snow?

Jack did spearhead a gathering at the Elms, those of us that were there had a very nice evening. I am so impressed with the place, it has become truly classy. I won't say anything about the food and service at this time. Remember March 29th, Richard has set that up as a photo shoot day for our cars at the Elms. The

photos will be used by the Elms and by the VTR Regional Show Committee. It would really be nice to see a great number of us there, after or before the shoot we could have breakfast or lunch.

That's about all I can say at the moment, except we still have license plate frames available to new members. All you have to do is show up at our Club Night Out to get one. I want to welcome all of our new members, I hope to see you all soon at one or all of our events. One last thing, Irene has won a role in another play, it will be at the Barn Theater in Mission, Kansas. The play is "Sordid Lives" and Irene will play Dr. Eve, an over-sexed, pill-popping, alcoholic psychologist who thinks she can turn gay men straight. It should be fun and it is very funny. It is going to run the last weekend in May and the first two weeks in June, more coming on the times.

See ya all soon, and good motoring...

ed


Editor's Notes

What an issue! You'll find Linda Morgan's great pictures of the Planning meeting, a history lesson from Paul McBride,, brake tips, Steve Olson sharing his technical knowledge, , Pointers on side curtain replacement and information about this year's VTR

Chip



Great Caesar's GHOST—an Editor is needed!



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and Auto Repair**

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Party at the Elms Resort and Spa



Hotrods for Hospice is an open car and truck show.

All makes and models welcome!

When: Sunday April 28, 2013

Where: The Great Mall of The Great Plains

I35 & 151st Street

Olathe, Kansas

Time: 10:00 am to 4:00 pm

(Check In begins at 8:30 am)

**Food, Music, Kids games and activities,
over 100 HOTRODS!**

Free event for the entire family.

<http://www.hotrodsforhospice.com>

Hotrods for Hospice 2013 is in memory of Keith McWatters. From a very young age, Keith developed a love of cars. As he got older his passion for hotrods and muscle cars became an important part of his life. He took great pride in the cars and trucks he owned throughout the years, even going so far as to stay home on rainy days to keep his car clean!



Keith became a hospice volunteer after caring for a terminally ill family member. He quickly saw the benefits of hospice care and had a strong desire to help others. Keith was a volunteer with Kansas City Hospice for 15 years. He was the 2010 Volunteer of the Year Recipient by Mayor Funkhouser and spent countless hours helping hospice patients and their families. In his final days, he was surrounded by family, friends and the volunteers from Kansas City Hospice that grew to love him over the years.

Keith was devoted to caring for those in our community and making sure their last moments were as comfortable as possible. This event encompasses the things he enjoyed most in life, family and friends, helping those in need and hotrods! On behalf of the McWatters Family, we thank you for celebrating in his honor and supporting Kansas City Hospice & Palliative Care.



Kansas City Hospice & Palliative Care is a not-for-profit agency. The proceeds from this event will help Kansas City Hospice fulfill its mission to bring expert care, peace of mind, comfort, guidance and hope to people who are affected by life threatening and life limiting illness.

REPLACING THE PLEXIGLASS WINDOWS ON A TRIUMPH TR3



The plexiglass windows on my TR3A were in bad shape and needed to be replaced.

They were home made by a previous owner and did not fit all that well, with one that was cracked and would not slide open. The windows are two piece units with the sliding one in the rear part of the window. I first considered having the entire windscreens rebuilt, but for \$650.00 (on sale price) I decided to just replace the plexiglass myself. I purchased the plexiglass replacements from TRF on sale for about \$80.00. Removing the old ones was a little more work then I had

planned on. The old plexiglass was very brittle and didn't want to bend. It required an extra set of hands to get them out of the tracks.

The new ones are a little larger and will require some trimming.

TRF also supplies the felt seals that go into the tracks if you need them. The rear sliding plexiglass is thicker then the front piece. I used the old piece to mark the top of the new one using a box cutter to scribe a line. I then used my dremel tool with a thin cut-off wheel to cut the plexiglass. To get the correct angle and round the top corner I used the frame itself for the pattern. I then installed the sliding window. The front piece of plexiglass is much thinner then the rear one and therefore easier to cut. Again using the old window as a pattern, I trimmed the top and bottom of the new window. But this time I used a box cutter with a new blade to cut the plexiglass. Repeated cuts will cut all the way through it. There is a felt seal attached to the rear of this window with metal tabs sticking out on the top and bottom. I used the dremel with the cut-off wheels to remove the tabs so that they were flush with the plexiglass. Once again, I used the frame as a pattern to get the correct angle for the front plexiglass. I then installed the front piece. Because of the felt seal attached to the rear of the front piece, you will have to turn it at an angle to get it in. Once you have it installed, slide it forward until it is under the vinyl strip along the front of the window frame. I then ran a bead of Welder clear all-purpose heavy-duty adhesive between the plexiglass and vinyl to seal it which will also keep the front part from moving when you slide open the rear window. (See pictures for the finished product.) This is not a hard job for the DIY, but it does take some time.





One final note, if you have the original plexiglass windows in your car, the front plexiglass is sewn into the vinyl instead of glued. The front plexiglass is very thin and can be sewn with a good sewing machine or by hand.

Terry Palmer

Terry Palmer is a member of the British Car Club of Wichita, and has owned his Triumph TR3 since 1986. He also owns a 1976 TR6, and in past years, a 1965 Triumph Spitfire and 3 different MG Bs.

Pint Size Project — Brake Caliper Rebuild

October 4, 2012

Courtesy Mike McPhail of the Gulf Coast Austin-Healey Club, Hill Country Triumph Club and Moss Motoring

<http://www.mossmotoring.com/pint-size-projects/>

Maybe after this we can get that little car down off the jack stands...maybe.

I think [last time we gave up on the back brakes](#) and it's time to move forward and rebuild the front calipers.

Remove the front wheels to gain access to the disk brake calipers. Afflicted with CRS? Do one side at a time so you will have the other to show how it goes back together.



Disconnect the flexible line at the flare nut end. Watch the brake fluid drip all over your newly painted frame. Fetch some water and paper towels to clean up the mess...quick, before the paint peels off! On the Big Healey, remove the two nuts that hold the brake line bracket, then the large bolts now revealed securing the caliper to the front axle assembly. Pull the caliper off the car and watch for some bow-tie looking shims that may be between the caliper and the axle. Fish them out of the puddle of brake fluid on the floor. If you don't find any, now you know why there is a groove worn into your brake rotor.

Place the caliper in a large vise for disassembly. Remove the clips, pins, pads, and anti-squeal shims. If you don't find any shims, then now you know why your brakes squeal. Use compressed air to pop the pistons out. Apply increasingly higher pressure to the line, until the pistons move. Place a piece of wood between them so that they won't come flying out like little mortar shells. Above all, keep your fingers out of harms way. If one piston moves, but not the other, wire the free one in place, so that the other will move instead. If neither one moves, use a C-clamp to push them in a little, thus breaking them loose. Once the two are nearly out, remove the brake line and bleeder screw, taking care not to break anything off. A little heat will help some...a lot of heat will help more!

Now it is time to do the unthinkable. Yes, we are going to split the caliper! There is an urban legend stating that any mortal attempting to do this dastardly deed will be cursed to eternal damnation. Actually, the reason for not doing this was the unavailability of the little seal that goes between the caliper halves. Moss has them...part number 583-820.

With the caliper split, blow the pistons the rest of the way out, taking care not to shower yourself and nearby objects with fluid, or knock yourself in the head with a flying piston. For safety's sake, you had better wrap a rag around things. Remove all vestiges of the rubber seals and crud from the pistons and caliper bore. A Dremel tool does a nice job on the grooves, and a Scotch-Brite or Brillo pad will do for

the rest. If the piston is not perfect, replace it. The bore only has to be clean, with grooves capable of holding the new seals. Once everything is cleaned, sneak in the house and wash the caliper halves in hot soapy water while the wife is not looking. Blow the clean halves dry, then lube the bores with brake lube (red rubber grease) from Moss, part number 220-442.



Put a little lube on the piston seals before installing. You may have a little or a lot of trouble getting the pistons and dust seals into the bore. Better have an extra rebuild kit on hand, since you will probably screw the first one up. Take care pressing the pistons into the bore, as the piston seal can be damaged if the piston does not go in perfectly straight. An arbor press gives just the right feel for this operation. Don't have one, do you? You should be able to set the caliper half on the workbench and press the piston in with a small block of wood, using just your body weight. For those <98 lbs...squeeze

it together with a C-clamp and hope for the best.



Bolt the mess back together. Unbolt it and place the little seal that you forgot between the halves. Bolt it back together again and torque all bolts to 2½ grunts. Might as well paint it before reassembling on the car, which is more or less the reverse of what you did previously.

Whew! That was quite a job. Crap! You still have the other side to do. Better stop and drink a beer.

The next things needing attention are the flexible brake hoses, front and rear. These items are often overlooked, but can cause insidious problems. The

insides of the hoses (hence insidious) tend to swell shut over time, causing hard pedal, weak braking, and brakes that drag. You can cut the hoses off, then use a socket over the crimped end and a wrench on the nut to disassemble frozen connections from their brackets. Always unscrew the threaded connections by holding each item securely, be it a tee, solid line or whatever. Otherwise, you may twist something off! Firmly screw the flex line into the non-movable item (tee, caliper, etc.) first, then place the other end through the hole in the bracket and start the nut and star washer. Pay close attention to the routing of the line. The last thing to be connected is the line with the flare nut, which should actually be started before securing the hose to the bracket. The sloppy fit will make it easier to line things up.

In order to drink all the beer before it gets warm, the rest of this job will have to wait until next time!

Mike McPhail

A Short History of Triumph Part II: Early Motorcars 1923-1933

This second installment of the Triumph marque history will take us from the first motorcar through the maze of early models to the end of Siegfried Bettman's reign as founder and Managing Director in 1933.

Quoting a 1926 Triumph motorcar advertisement: *"It is only natural that the rider of Triumph Motor Cycles, as he ascends the ladder of success in life, will arrive at a time when he finds he wants a car. Then, it is purely logical, his first thought will be of a car made by the same firm."* The company's desire to link the motorcars with their outstanding motorcycle reputation is obvious, and the ad even includes the use of the famous motorcycle script connecting the "R" and "H" with a swooping curved line.

I'll begin a description of the early cars by an explanation of the curious British classification of cars by dual numbers: e.g. the Triumph 10/20, 13/35, and 15/50. The first number represents the Treasury horsepower rating for tax purposes, and the second the approximate actual horsepower.

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

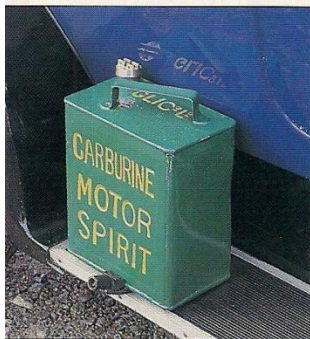
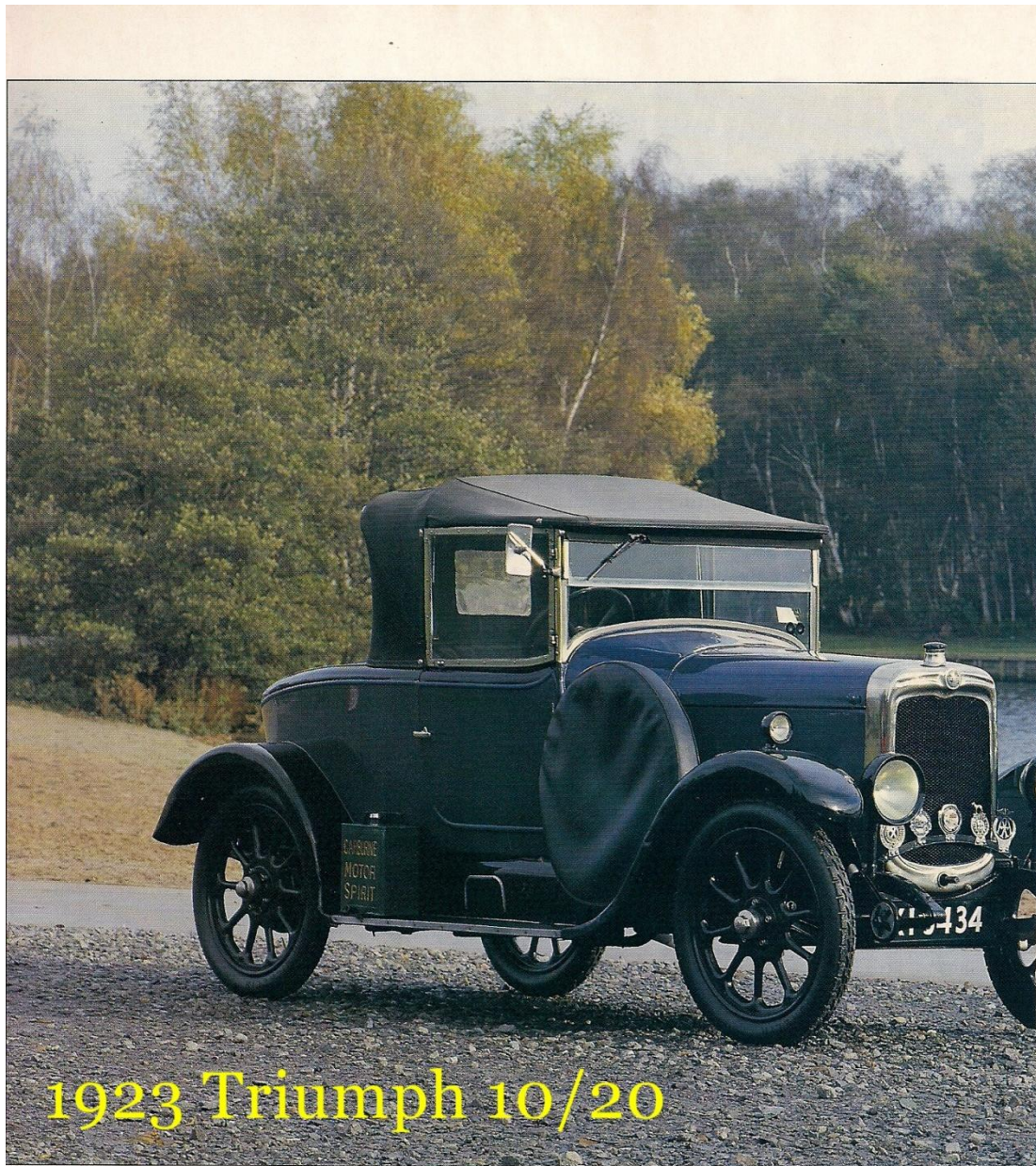


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The first Triumph motorcar was known as the **10/20** and was introduced to the public in April 1923. A conventional middle class car with excellent materials and workmanship was the general impression from

owners and testers. Powered by a 4-cylinder engine, 4speed transmission and rear wheel only mechanical brakes it did have extensive standard equipment: Lucas lights, electric starter, leather trim, clock, ammeter and speedometer. Three models were offered: 2 & 4 seat tourers, and a saloon. Triumph soon offered a 2 seat Sports boattail roadster. The familiar Triumph Globe (TR2-4 hubcap center) was prominent on the radiator.



A companion model the **Triumph 13/35** was introduced at the 1924 Olympia Motor Show and became the first British car with four-wheel Lockheed hydraulic brakes. They used external contracting bands instead of internal shoes. Triumph was destined to pioneer the two most important brake advancements in motorcars, i.e. hydraulic actualization and front discs brakes on the 1957 TR3! 1926 saw the addition of the **15/50** later known as the **Triumph 15**. Production of these numbered models overlapped to some extent but all had ceases by 1930. Triumph decided to concentrate on a medium priced quality light car...sort of a miniature of a large expensive car. This was a theme that the company repeated through the years.



The **Triumph Super Seven** introduced in 1927 was very successful with more than 18 thousand built through 1932. Impressive specs. included three bearing crank and camshaft, full pressure lubrication, hydraulic brakes with internal shoes and pneumatic upholstery. A sports model, capable of speeds over 70 mph, featured a tuned engine with Cozett supercharger and a two-seater ducktail body. Donald Healey drove a Super Seven saloon in the 1930 Monte Carlo Rally to a best British car performance and seventh overall. A British couple in a Super Sports Seven crossed the north American continent from New York to San Francisco and Vancouver in 12 days and 17 hours. It must have been an impressive little car.

Three more models, all related, will complete our survey to 1933. The **Triumph Scorpion** much resembled the Super Seven but had a small six cylinder engine derived from the Seven's four. 1932 saw the **Super Nine** based on the Scorpion chassis but with a Coventry Climax four cylinder overhead intake valve/side valve exhaust engine built under license by Triumph that became the primary power plant until 1937 and the **Triumph Southern Cross**.



Many

considered the Southern Cross to be the first real Triumph Sports Car. It certainly looked the part: open four seater with tonneau often covering the rear seats, cycle fenders, folding windshield, Brookland steering wheel, full instrumentation including tachometer, spare mounted at the back and wire wheels. *Autocar* magazine had this to say: “A car which will have strong appeal to the sportsman. A sports car with considerable refinement in its running”.

Col. Claude Holbrook replaced the retired Siegfried Bettman and the direction of Triumph was to a more elegant and sporting product. He set up a body design and styling department headed by Walter Belgrove, the eventual designer of the TR2. Work began on a range of cars with dramatic new styling handling and performance. The “Gloria” years were ahead.

Next installment: From Glorias to Bombs.

-Paul McBride

WEDGE WORDS

(A portion of Steve's article was omitted from the last issue. Here is the entire article – Chip)

Recently my TR8 wasn't acting as triumphant as I like. We were on the other side of town, about 30 miles from home, when the red light came on and the volt meter headed rapidly left. I've had the alternator rebuilt or replaced with a rebuilt unit a few times in the last 2+ decades. It has been the least reliable part of the car. I jiggled the wires hoping it was only a loose connection but no luck. It was now fully dark and any reasonably short route home ran through the higher crime part of town. I made sure my cell phone was charged up, roll started the car in the parking lot, switched off all non-essential accessories, decided the fog lamps drew less current than the headlamps and might cast enough of a beam to keep me from getting arrested, and we set off with our fingers tightly crossed. I knew the lights and electric fuel pump and of course the ignition would be drawing down the nearly new battery but hoped I could go at least most of the way home.

Well we did make it home with no real drama. Next morning I removed the alternator, not a simple job on a TR8, and opened up the back cover hoping again for a bad wire connection. I opened up the brushes and sadly they were barely worn. So I put things back together and headed for the rebuilder. He put the alternator on the tester and it put out good voltage. So suspecting a broken wire I went home and used my meter to be sure the battery connection had 12+V, the charge indicator wire had 0V, and the exciter wire had 12+V only when the ignition switch was in the run position. Eventually I gave up and just re-installed the alternator plus all the other things I had removed to gain access to it and fired the engine. Sure enough the light went right out and the voltage now checked in at around 14V. I drove the car all day with no problems at all.

The car then sat in the garage for the next day and when I wanted to drive it the red light stayed on and the volt meter pointed left. So I repeated the whole drill and took the alternator back to the rebuilder. This time it tested dead so I left it to be fixed.

With time on my hands while I waited for them to get around to working on my problem I surfed the Internet. I wasn't looking for porn but for info I had once seen on replacing the old Lucas 25ACR with a modern alternator that should be more reliable and might even be available if I needed one far away from home someday. Eventually I located a nicely documented article on replacing one like mine on a TR7 late model with air conditioning. Step by step instructions and sharp pictures made it all look so simple.

http://www.smallscalerailway.com/TR7_Alternator_7Sept08.pdf

<http://www.youtube.com/watch?v=rPkhPbojUKs> also shows much of this same info.

All I needed was the alternator from a 91 – 96 Saturn LS, a pigtail plug, and a pulley from a 90's Ford. I was assured the local auto parts store would have all I needed. But their rebuilt alternators were nearly \$300 since I had no core and that turned me off big time. But being cheap I figured I could go to the local junk yard and find what I needed or at least get a good core for \$20 or so.

A lengthy search located several Saturns mostly too new with totally different alternator mountings but eventually I found a 2001 SC that had the older style motor and an alternator that looked about right. Of course no markings calling it an 8215. It came off after only a short struggle. Rather than pay the \$8 core charge there I had brought an old dead Midget alternator so for around \$20 I was headed home. Of course I also had clipped off the pigtail from the Saturn's wiring.

The rebuilder called and my Lucas was again ready to go back to work. But since they weren't busy when I arrived I had them test my junk yard unit and they pronounced it operational. I asked if they had a pulley and they came up with a pretty brass one for a few bucks and even swapped it onto my treasure. Then they checked and said for around \$100 they had a new after-market alternator that matched my junk yard one and had it in stock if I ever needed it.

Once home I verified that it would physically fit once I re-clocked the case. It would have worked but the pulley would have been about 1/8" out of line. So I ground a bit off its case and bolted it up. Now I just had to make the 2 skinny wires from the pigtail mate up to my wiring harness. They were not the same colors as the ones in my pretty pictures so I had a 50/50 chance and of course my first guess was incorrect. I opted to fabricate sockets that would marry the Saturn pigtail to my existing wiring harness so I could easily go back to Lucas if I ever wanted or needed to since I now have a freshly rebuilt Lucas for a spare.

This same swap out would also easily fit up to an MGB or Midget or Spitfire and probably lots of other British cars. Physical size is a bit smaller but output is 80+ amps, about double even the late model Lucas units on most of our cars. That should let you run your heater fan and the wipers at the same time without the headlights going dim.

WEDGE WORDS II

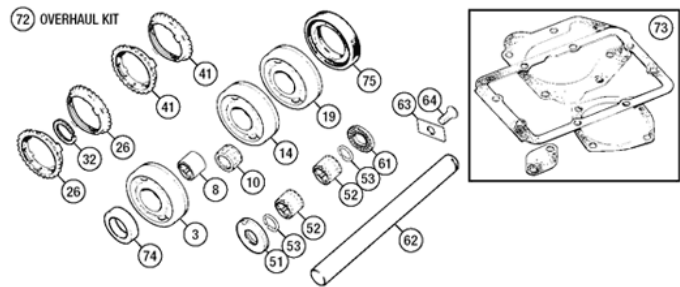
PROPER TRANSMISSION LUBE



Recently at one of the club socials some of us were discussing which lubricant was correct for our car's transmission especially those with overdrive. If you put this question to a dozen highly trained, well respected experts you will likely get at least a dozen different answers. I am not one of those aforementioned experts! But I have done a bit of trial and error experimentation and of course I have formed an opinion. I have found several things that didn't work out all that well for me.

If you consult the service manuals that were written when our old cars were new you will get different advice depending on when your car was made. Everything from 30 weight non-detergent motor oil to 80 – 90 weight gear lube to 20w50 motor oil. And modern day books may call for ATF (automatic transmission fluid) or synthetic gear lubes. And no two petroleum engineers seem to agree which lubricants have the best formulations for this use either.

What is needed is something slippery to keep the bearings rolling and the gears sliding. And it needs to be a good conductor of heat to keep things cool. And especially with overdrive it needs to be anti-foaming. And since gear teeth must slide against each other under high stress, its film strength needs to be able to resist breaking down under extreme pressure.



But for the synchros to work it needs to be something that they can cut through to get the gears spinning the same speed before letting them engage. It has to be non-corrosive to any metals in the transmission. It has to be compatible with any seals and gaskets to minimize leaks. And since it will manage to leak anyway it would be nice if it were inexpensive and readily available. It has to be thin enough to let you shift even on cold Winter mornings but viscous enough to stand up to long hot Summer drives. No wonder it has been difficult to find a lubricant that perfectly meets all these needs.

The good news is that almost anything that is a little bit slippery will work. I have never tried extra virgin olive oil but I'll bet it would work at least for a while. The bad news is that when the lubricant fails in some way you end up with a major expense to rebuild the transmission. I can tell you that 90 – 140 weight gear lube won't work in the Winter at all and even in Summer the synchros won't work for the first 10 miles or so. ATF makes shifting super easy but it seems to shorten the life of the needle bearings on the lay shaft considerably and will likely leak out from every opening. 20W50 motor oil tends to foam at highway speeds and bubble out the vent till it is all gone. I find expensive synthetic gear lubes are too slick to let the synchros work well. Some gear lubes that work well in differentials are too corrosive for our brass synchro rings.

So in my humble opinion the single weight motor oil makes sense. With no filter to catch any crud maybe a non-detergent makes more sense. 30 weight may be heavy enough. Maybe 40 or 50 would be

even better. Gear lubes have some phosphorous to handle high pressures like gears rubbing on each other but some of these may corrode the brass synchros. I still like ATF but maybe type F, which is slicker, is better or some of the other late model specifications used in imports are best. Rover 5 speeds usually call for ATF type F in their owner manuals for what that may be worth. Whatever you decide to use just be sure to check it often to be sure it hasn't all escaped. And if you think you have found the perfect choice please let me know.

Steve Olson

Plans have been Made!

Thank you to Larry Taylor & Linda Morgan for hosting the 2013 planning meeting





Yay!





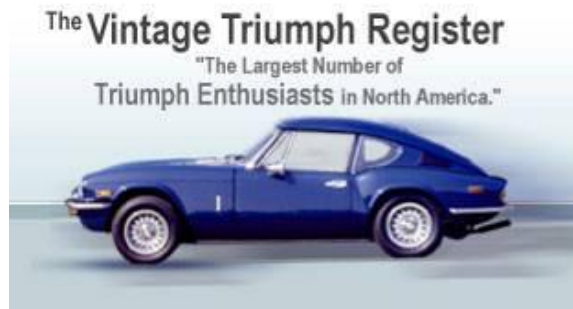
Vantill Farms Winery Visit April 27, 2013



We will meet in Liberty Mo at the Liberty Clinic's new location just east of the hospital off I-35 at 5:00 PM. From there we will take a forty five minute scenic drive through the country for pizza cooked in Vantill Farms wood fired oven. They serve a variety of pizzas and all your favorite beverages also.

To get off I-35 use the 69 hwy exit #20, turn right (south) at the light to 33 hwy Lightburne street, turn right again at Glen Hendren go back west to the clinic's front parking lot.

We hope to have a good turn out of our cars to show the winery so they will open on a Monday night for our Regional VTR meet. You can check out their website at www.vantillfarms.com



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

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2014 South Central Regional Planning Meeting No 4

DATE: March 14, 2013

LOCATION: Paul & Jack's

CB & Cheryl Harris's son Bo presented a preliminary flyer, he will revise it when we get him the corrected text, and so we will have a flyer to distribute at the 2013 Regional in Waco. After Bo's presentation the meeting was opened, committee reports were given and budgets were established. We should be able to do registration forms after the next meeting.

**NEXT MEETING:
April 4, 2013 at 6:00
pm at Paul & Jack's**

I want to apologize for the length of the meeting! I assume all blame, and will do my best to make sure it doesn't happen again! We decided to go back to a monthly meeting instead of meeting every

other month. Bi-monthly was causing to large an agenda to handle. I shared Clay Thompson's (VTR Regional Director) compliment on the progress we had made on our planning.

We had to move to Paul & Jack's in NKC, and will meet there until further notice. Birdies couldn't reserve use of the large room for our meeting. We have had very good attendance at each meeting and the chairmen of the committees are doing a great job. Feel welcome to come to a meeting; we need all the groups help in holding this event. Paul & Jack's are located at 1808 Clay, in NKC.

Jack

Triumph Register National Convention, Oct 2-6, 2013



The Triumph Travelers Sports Car Club is hosting a combined Triumphest and Vintage Triumph Register National Convention, October 2-6, 2013. This event will be based out of the Embassy Suites Hotel in San Rafael, CA. Plenty of fun-filled activities will include traditional Triumphest events and the VTR events, and include a Time-Distance-Speed Rallye, and a Concours D'Elegance at the exclusive San Francisco Yacht Club. An autocross, Funkhana, and Le Mans Start will be held at the Sonoma Raceway (formerly Sears Point). Added bonus: Napa/Sonoma Wine country, Marin coastal beaches, and San Francisco are all a short drive from hotel.





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To our New Members!

Tom Hedrick.
1974 Triumph TR-6

Michael & Diane Wilds
1961 Triumph TR-3A
1973 Triumph TR-6

Richard & Charlotte Brockman
1961 Triumph TR-3A



We are GROWING!

TRIUMPH

Triumph Travelers
Sports Car Club
VTR National Convention

2013

Greater San Francisco Bay Area

October 2 through 6, 2013

Events:

San Francisco Driving Tour
Sonoma Raceway Autocross
VTR Concours
Hospitality Party
Funcours Car Show
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Awards Banquet
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(816) 471-6687
FORCARENT@AOL.COM
FAX (816) 471-7782

Kansas City Triumphs Sports Car Club
Treasury Report
01/01/13 to 02/28/13

	<u>Year To Date</u>	<u>Feb-13</u>
COMMERCE CHECKING BALANCE 01/01/13:	\$3,497.05	
INCOME		
Advertising	\$0.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$30.00	
Membership Dues, Renewal	\$270.00	\$180.00
Other Inc., Donations	\$0.00	
Other Inc., Grill Badges	\$0.00	
Other Inc., License Plate Frames	\$0.00	
Other Inc., Raffels for Charity Donations	\$0.00	
Other Inc., Raffels for Regional VTR Seed		
Money	\$88.00	\$72.00
TOTAL INCOME	\$388.00	\$252.00
EXPENSES		
2014 Regional VTR, Hotel Expenses	\$0.00	
Administrative	\$25.38	\$21.58
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$179.26	\$179.26
Gifts, Awards	\$0.00	
Gifts, Misc	\$0.00	
Gifts, Name Tags	\$65.23	\$65.23
Insurance	\$0.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$0.00	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES	(\$269.87)	(\$266.07)
INCOME - EXPENSES:	\$118.13	(\$14.07)
COMMERCE CHECKING ENDING BALANCE 2/28/13:	\$3,615.18	
CASH BOX	\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY 2/28/13:	\$3,650.18	

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VTR South Central Regional Event Registration

April 24 to 28, 2013

Waco Texas

www.RedRiverTriumphClub.org



Participant(s):

Driver A: _____

(Name as it will appear on badge)

Driver B: _____

(Name as it will appear on badge)

Additional: _____

Street address

City, State, Zip

Phone

Email

Club Affiliation

(You must be a member of the VTR or a VTR chapter club to receive an award)

Events: (Please indicate planned participation)

Thursday Welcome Reception

Funkhana

Gimmick Rally

Autocross

Participant's Choice

Le Mans Start

Dinner Runs

Concours

Stock Modified

Senior* Preservation*

*Requires pre-registration

Registration: Car #: _____

RRTC Use Only

If mailed, please postmark by 15 April

1 car / 1 -2 Driver(s) \$75.00 \$75.00

Additional Cars \$10.00 X _____

Additional Drivers \$10.00 X _____

Lunch at Concours \$10.00 X _____

Awards Banquet \$30.00 X _____

T-Shirts (# each) – See *website for pictures*

T- Shirt (50/50) TX Star on front/Event Logo on back

S _____ M _____ L _____ XL _____ \$15.00 X _____

XXL _____ \$18.00 X _____

2 button Henley (60/40) Logos similar to T-shirt

S _____ M _____ L _____ XL _____ \$18.00 X _____

XXL _____ \$22.00 X _____

Hat (event logo) \$14.00 X _____

Total: \$ _____

(Make checks payable to RRTC)

Please send payment with completed form to:

George Boley

2013 VTR South Central Regional

706 S. Jupiter Road, #406

Allen, TX 75002

Email: tr3agab@gmail.com, Phone: (972) 439-8040

Vehicles:

Car #1: Year _____ Model _____ Color _____

Car #2: Year _____ Model _____ Color _____

Proof of insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and participant's choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Auto Cross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do not indemnify the organizers, supporting sponsors, the Red River Triumph Club and the Vintage Triumph Register collectively and separately from any and all liability from personal injury and property damage by me or my guests while participating in this convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior. I have read, understand and agree to this release.

Driver #1 _____ **Driver #2**

VTR South Central Regional April 24 to 28, 2013

Waco Texas

Schedule of Events

www.RedRiverTriumphClub.org

Host Hotel Information

Special Rate available only until April 9th

Courtyard by Marriott

101 Washington Avenue

Waco, TX 76701 Phone: (254) 752-8686

Room Rate: \$105 King or Two Queens

Ask for VTR South Central Regional Rate

Tentative Schedule of Events

Wednesday – 24 April

4:00 PM – 8:00 PM Registration / Hospitality

Thursday – 25 April

7:00 AM – 9:00 AM Breakfast Runs *

8:00 AM – 6:00 PM Registration / Hospitality

8:00 AM – 3:00 PM Gimmick / Fun Rally *

9:00 AM – 11:00 AM Autocross Tech Session

1:00 PM – 4:00 PM Le Mans Start *

2:00 PM – 5:00 PM Autocross Tech Session

6:00 PM – 8:00 PM Welcome Reception

Friday – 26 April

7:00 AM – 8:00 AM Autocross Tech Session

7:45 AM – 8:00 AM Driver's Meeting

8:00 AM – 5:00 PM Registration / Hospitality

8:00 AM – 3:00 PM Autocross *

1:00 PM – 5:00 PM Funkhana *

1:00 PM – 6:00 PM Car Wash

6:00 PM – 8:00 PM Dinner Runs *

Saturday – 27 April

7:00 AM – 8:00 AM Judges Breakfast

8:00 AM – 9:00 AM Concours Parade to Zoo

9:00 AM – 12:00 PM Concours

9:00 AM – 2:00 PM Walking Rally in Zoo

6:00 PM – 7:00 PM Happy Hour

7:00 PM – 10:00 PM Awards Banquet

Sunday – 28 April

7:00 AM – 11:00 AM Farewell / Check-out

Note: Activities marked with an * are counted as Driving Events and qualify the participant for entry in the Concours

General Information

We hope that you enjoy your visit to Waco and that you participate in many of the fun events we have planned.

There will be guided tours of the Baylor campus as well as self guided tours and rallies around the Waco area.

During the Concours / Participant's Choice, there will be a walking rally in the Cameron Park Zoo.

Lunches for the Autocross (sandwich/chips) and Concours (BBQ) will be available for sign-up at Registration check-in.

Questions??? Contact: Dave Pilcher davepilcher@yahoo.com , (817) 531-3157 cell

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A close-up photograph of the front of a dark red classic car, showing the headlight and front bumper. The text "Need tires?" is written in a large, white, stylized font across the upper left, and "We've got 'em!" is written in a similar font across the upper right.

Need tires?

We've got 'em!



Tim's Tire Center
913-782-0088

TimsTireCenter.com
444 S. Kansas
Olathe KS 66061

2013 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
January					
12th	Planning Meeting	6:00 PM	Larry Taylor		Larry Taylor's house
30th	Board Meeting	6:00	Birdies		Any and All Members Welcome
February					
7th	Club Night out	6:00 PM		Birdies	
21st	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
24th	Chicagoland' British car parts swap	?	Steve Olson	Wheaton, Ill	Contact Steve for details
March					
7th	Club Night out	6:00 PM		Birdies	
28th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
April					
4th	Club Night out	6:00 PM		Birdies	
20th	Olpe Chicken Run		Wichita MG Club	Olpe, KS	Details will be published
25th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
27th	Van Till Farm & Winery	?	Richard Woody	?	Richard to set up time and place

May					
2nd	Club Night out	6:00 PM		Birdies	
4th & 5th	KCMGCC, Slim Run	?		?	Contact Steve Olson for details
11th	Spring Tune Up	8:00 AM	Garry Perry	Garry's Shop	7755 W. 197th St., Stilwell, KS
30th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
June					
6th	Club Night out	6:00 PM		Birdies	2nd Thursday because of July 4th
	June 7th Free BBQ June 8th Show	5-8 PM 8AM-3PM			See web site for details
TBD	Brunch at the Elms	?	Jack Edwards	Excelsior Springs	Jack will set up details
27th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
July					
11th	Club Night out	6:00 PM		Birdies	2nd Thursday because of July 4th, if agreeable
13th	Boulevard Drive In	7:00 PM	Steve Boyce	Merriam, KS	
25th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
August					
1st	Club Night out	6:00 PM		Birdies	
29th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome

September					
1st and 2nd	All British Car & Cycle Show	?	Ed Blend	Zona Rosa	Ed to fill in details
5th	Club Night out	6:00 PM		Birdies	
7th	Fall Tune up	8:00 AM	Garry Perry	Garry's Shop	7755 W. 197th St., Stilwell, KS
?	Brits in the Ozarks		Larry Birks	Springdale, AR	Details will follow as time nears.
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
?	Bar-B-Q	6:00 PM	Richard Woody	Richard's House	17215 NE 123rd St. Kearny MO
October					
3rd	Club Night out	6:00 PM		Birdies	
5th	Lawrence Antique Auto show	?		Lawrence, KS	Usually at the Douglas Cty Fair Grounds
12th	Rally/Picnic, Garnett Racetrack	?	CB Harris	Garnett, KS	CB to set up times meetings, etc.
24th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
?	KCMGCC, Fat Run	?	Steve Olson	?	Actual date to confirm either 19-20 or 26-27
26th	Chili Supper	5:00 PM	Woody Underwood	Woody's House	1218 West 61st St. K.C. MO 64113
November					
7th	Club Night out	6:00 PM		Birdies	
	Board Meeting	No Board Meeting, Thanksgiving			

December					
5th	Christmas Banquet	?	Cynthia Yin	Wil Jenny's	Cynthia and Amy among others to determine
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
2014					
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	?	

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

Club Director

Ed Blend

edblend@sbcglobal.net

816/348-0773

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

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

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

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

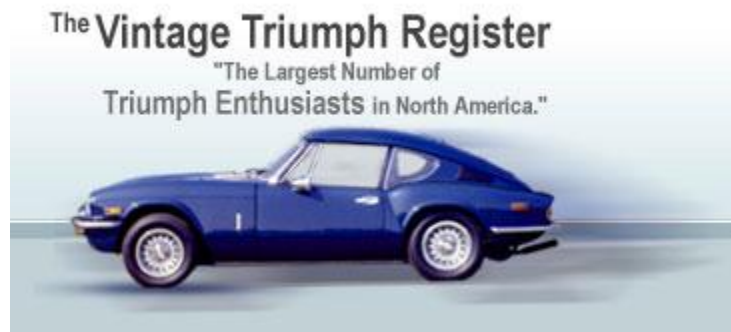
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Rgaguilar@aol.com

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/>