

Volume 35 - Number 5

Sep 10, 2013



Fall Tune Up – Thanks to you: Gary Perry!

Directors Drippings

It's been awhile since I have had time to do a little column, but I am back now. I will start with the upcoming VTR South Central Regional Event. Progress is being made, Jack is working very hard in making sure that this will be an event to be remembered. The show committee has also offered to extend event Polo Shirts at cost to all paid up club members. Member prices will be \$19, that's an \$8 savings over the show price, men's and Ladies sizes are available.

Please add \$5 if you are size 2X and up.

Susan Ray has come up with a small survey that was presented at our July meeting and I want to thank all of you that participated. This will help us in planning future events for the club. I want to thank Susan for this endeavor. Don't forget our planning meeting is coming up on January 11th.

I just returned from the All Brit which was held at Zona Rosa starting the evening of August 31 with the British Invasion sponsored by Zona Rosa and ending on September 1st. We had a good turnout of members, many of which brought their cars. We had a rough start with rain, actually pretty big thunderstorms in the morning. I actually drove my car, second time in the rain, first time with the new top and made

it to the show just about the time it quit raining. The Spit fared well with minimal leaks and no electrical problems.

The day cleared up to warmish sticky weather, but the covered venue was very comfortable with a nice breeze and no sun. Although I would prefer a nice shady park setting with close by amenities I still think the venue is nice. I am hoping that the list of winners will be ready for this issue of the Times.

By the time you get this edition of the newsletter there should have been a Fall Tune up at Gary Perry's place and don't forget the Bar-B-Que at Ray Overton's on September 21st. There are a number of events coming up in October with the Garnett Picnic on the 12th, I am really looking forward to that.

I want to welcome all of our new members some attended our last club night out on September 5th. We also had a very large turnout for that meeting. The winner of the 50/50 took home \$47, wow. We still have license plate frames, if you did not get one just come to a club night out and pick yours up.

See you all at the next event...

ed

Editor's Note

What an issue! You'll find Steve's wise Wedge Words, an update on the VTR planning, some interesting V8 pictures from Jay Smith, All Brits picture and results and a history lesson from Paul McBride.



As many of you may know, the club is seeking a new newsletter editor for 2014, as I feel 5 years is plenty in this position. I will be available to get your boots on the ground when you step up. Let the board know if you would like to volunteer!

Chip

Great Scot! Who's the editor for the Triumph Times in 2014?

WEDGE WORDS I

Ignition timing is an important part of getting the best performance and fuel economy from our cars. I do not claim to be an expert but I have had some experience and have read a bit on the subject and here is the short version of how I approach the subject.



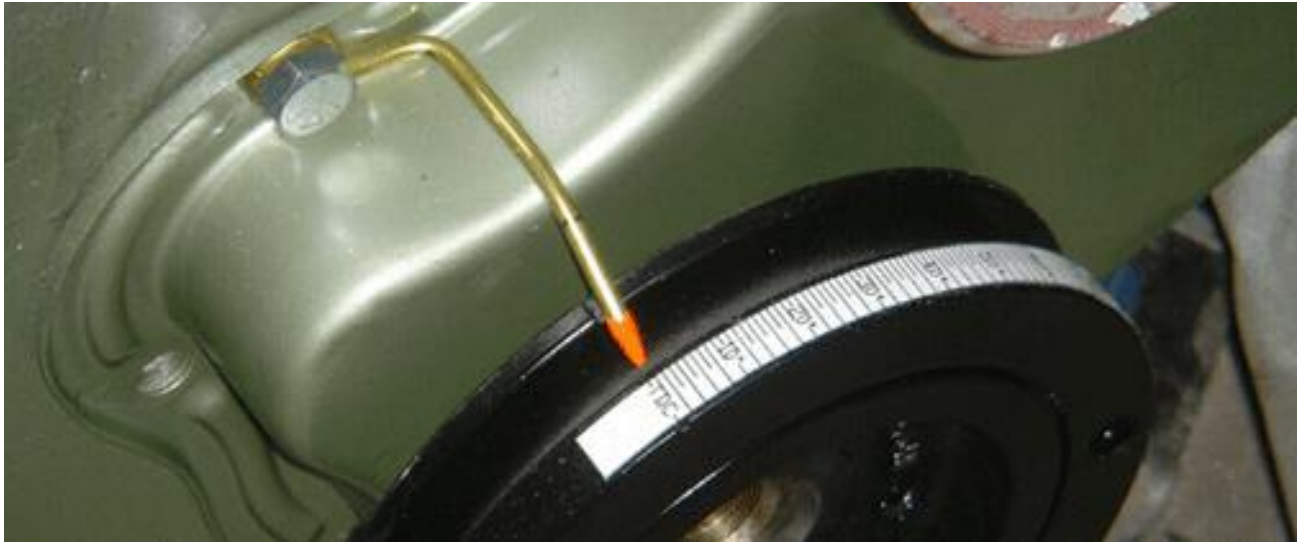
You would think that the optimum time to set off the explosion of the fuel/air mix would be when the piston is at top dead center. You would then be wrong. We don't get an explosion, we get a very rapid burn and it would be nice if that continued until the piston had traveled all the way down to the bottom of the cylinder. At very low RPMs this might almost happen. But at say 3000 RPM when you are cruising down the highway each cylinder is firing 1500 times per minute. If you don't start the burn earlier than top dead center then the piston will already be near the bottom of its travel before the fuel burn gets going. Raw gas will be pushed out the tail pipe and very little power will be delivered. You need to get the burn started well before top dead center.

The burn rate is pretty much the same all the time. Well a lean mixture makes it a bit slower but only just a bit. But the time it takes the piston to go from top to bottom depends on the RPM. So we need to vary the timing. Early cars had a lever usually on the steering wheel to advance or retard the timing. The driver had to make the adjustment manually. Modern cars have computers to check conditions and adjust the timing many times each second. Our cars don't have manual levers or electronic computers but they do have mechanical and vacuum advance mechanisms. We just need to make sure these are appropriate for our engines and our driving preferences.

Mechanical advance is a part of the distributor and has weights and springs that operate by centrifugal force. The parts often rust or get gummed up so they can't move. Springs lose some of their tension after years of stretching. And many of our engines have been modified at least slightly so that the factory settings are no longer optimum. I'm not clever enough to select weight sizes and spring tensions and maximum travel settings. I decided to let Advanced Distributors do that for me based on my description of my engine. I think they did great.

Vacuum advance units tailor the timing to match the load conditions the engine is working under. When the throttle is open and the engine is under heavy load there is very little manifold vacuum so the vacuum advance is doing nothing. Under light load with the throttle mostly closed there is high vacuum (and a lean fuel/air mix) so the timing gets advanced even more so that lean mix has time to fully burn. This is a great way to improve fuel economy. Again I let the experts pick how much advance to let the vacuum unit make and how soon to make it.

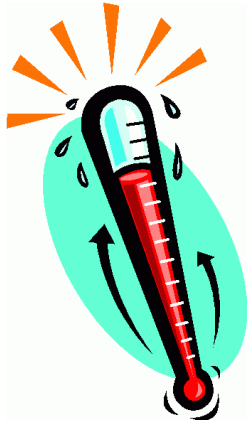
Many of our cars were made during the late 60's and 70's when emission laws were just getting started and auto makers were trying to meet those regulations as cheaply and quickly as they could. One thing they did was to replace the vacuum advance unit with a vacuum retard unit. So you got no vacuum advance benefits at all. The vacuum was sourced from a port on the carb where vacuum was only present when the throttle was totally closed down in the idle position. The result was less emission at idle which was good but also lousy performance and fuel economy when cruising which aren't things most of us like. If your car has this setup still there is an opportunity for much improvement.



So how do I adjust the timing no matter whether I have a new distributor or an old stock one? Well at idle I don't care as much about peak operation as I do at speed. So I remove the vacuum line from the dizzy and plug it off. Then I rev the engine till the mechanical advance is maxed out, 4000 RPM is sure to do that. Then I set the timing at 32 degrees before top dead center using my set-back timing light. Yes that seems like a lot especially when you may have a vacuum advance that can add several more degrees of advance on top of that. But trust me enough to try this. If your engine pings a bit under very heavy lugging then back off the timing a couple degrees or buy higher octane gas. If it doesn't ping and you like the performance and fuel economy then try adding a couple more degrees of advance. I find 32 degrees to be where most of our engines do their best.

It costs only a bit of your time to experiment with different timing settings. And a very nicely rebuilt distributor customized for your engine won't set you back more than about three hundred bucks. You might save that much in fuel cost over the next few years plus the extra performance will put a bigger grin on your face. www.advanceddistributors.com is the site where I ordered my distributor and there are several other sources.

WEDGE WORDS II



Mother Nature is probably rolling on the floor in a fit of laughter. After a much cooler than normal summer that saw fairly frequent periods of showers keeping the grass (and weeds) green and growing we are finally getting a taste of seasonally normal weather. For Missourians, August is supposed to be hot and dry. All summer up to this point we never had a single 100 degree day and the very few we had in the 90's were mostly the lower end of the 90's. Except for the kids who found the water in the swimming pools a tad chilly, most of us were pleased with what we are hoping becomes the new normal. Then along comes late August.

Just because educators decided to start school classes and merchants decided to fill their shelves with Halloween costumes and candy doesn't mean cooler autumn weather is here! Mother Nature has been showing us she is still firmly in charge sending us daytime highs in the mid to upper 90's with the century mark certainly possible on any given sunny afternoon.

Steve Olson

2014 South Central Regional VTR

Plans are coming together, and we are going to have a great event! Registrations are coming in slowly. Remember if you are not a member of the committee you are eligible for the drawing for a free night's stay at the Elms. We really need the early registrations to keep the Regional on a cash basis as we incur debts. We have a total of 9 registrants, 3 being from Texas and Oklahoma. The hotel has 2 registrations, 1 from Hot Springs and 1 from Oklahoma.

Our next meeting is the 12th; we are into our 2nd year of working on the VTR. We have a great committee with 15 to 25 regular attendants. Chip has done a fantastic job on the registration, go to our website and check it out. We will approve the final schedule at this meeting. When you review it let us know if there are any changes you think we should make. All suggestions will be considered by the committee. If any of you would like to advertise, call Ed Blend. We will also need items for the silent auction, spare parts, books etc. We will need the help of as many members of the group as possible. The various committee heads may contact you for help in their areas of responsibility.

Register NOW

Jack



A Short History of Triumph: Part V

The 4 cylinder TR's, Herald & Spitfire, 1952-1967

Eventually it was clear that the future of Standard-Triumph lay in the name TRIUMPH even though Standard sedan and commercial vehicles were produced through May 1963. However in 1952 the postwar Triumphs had not been a success.



Sir John Black, envious of Jaguar, MG, and Morgan, was determined to try again with a Triumph sports car. He directed Walter Belgrove to design a light, high performance sports model and to do it cheaply. The design team was to use as many “off the shelf” parts and assemblies as possible. Thus was born the prototype **20TS** featuring a Vanguard engine, Mayflower front

suspension/steering, rear axle, and British proprietary fittings. Shown at the 1952 Earls Court Show it did not impress, especially compared to the Austin-Healey show car which was soon in production as the 100-4.

After the show Ken Richardson of B.R.M. fame was asked by Sir John to drive the 20TS. His response was something like: “I think it’s the most bloody awful car I’ve ever driven.” In spite of, or perhaps because of his candid remarks, he was hired by Standard-Triumph as it’s chief test driver and he played a large part in the extensive development and revision of 20TS.



The prototype **TR2** was shown at the 1953 Geneva Show and then high speed tested at the Jabbeke highway in Belgium (a popular venue for manufactures, Jaguar, Singer, etc.) with Ken Richardson at the wheel. Results were extremely impressive reaching 124 mph with minimum speed equipment and 114 mph in stock trim. Original factory film of the test can be found on *You Tube*.

Production of the TR2 began in July of 1953. Enthusiasts magazine road test reports were very positive. It was a genuine high performance car, very rugged and attractively priced. *Road & Track* test in the May 1954 issue shows the TR2 out accelerating all stock American cars and their 1957 TR3 test ends with the statement: “In it’s price class it has no competition, and as a competition-fun machine it has no-

equal - in terms of performance per dollar.”

While the **TR2, 3, 3A, 3B** are basically the same car, there were obvious changes at each consecutive number and letter designation, as well as numerous modifications within each model, all of which can be traced in the excellent factory parts catalogue. For example the TR3 changed cylinder heads 3 times early on, brakes once, and rear apron once. The most recognized changes came with the TR3A: wide stamped grille, door and trunk handles, different seat and side curtain design. Production of the TR3 series was cut drastically at the end of 1960 and although cars were sold until 1963 in the U.S. the **TR4** was in production by September 1961. (Total production of TR2's & 3's - 83,572.)



Triumph TR3



TR4's and TR4A's were in a nutshell, civilized 3.s. With all enveloping Michelotti bodywork, roll up windows, fresh air heater and vents, they were more modern and comfortable sports cars. The important mechanical changes were rack & pinion steering, all synchromesh transmission, and independent rear suspension option on the TR4A. A slightly wider track gave them marginally better handling. Again numerous changes

were made in the course of the run: carbs, seats, ball joints, tops, dash, trim, grilles, etc. The TR4 & 4A were well received in spite of dealer's apprehensions that they were too soft and sold some 68,000 units through July 1967. Performance of the TR's from 1954 to 1967 had not appreciably changed and while spectacular in '54 it was only adequate in '67. Future plans by the factory, which had morphed into Leyland Motors in 1961, intended to rectify this inertia.

TR's were not the only Triumph sports cars of this era, as Leyland commissioned in 1961 the development of a small inexpensive sports car to compete with the Austin-Healey Sprite. Code named the "bomb" it's better known as the **Spitfire** and production began in 1962. It was based on Herald sedan mechanicals with sexy styling by Michelotti and went on to become the best selling Triumph sports car ever! (More than 314,000 Spitfires were produced). The Spitfire was a repeat of the TR2 story....incorporating mundane sedan parts to make the best performing and most rugged of the low priced sports car class. An X frame supported the surprisingly roomy body. The engine was a tuned 2-carb version of the 1147cc Herald four, and gave performance comparable to the MGA. Top speed over 90 mph roll up widows and independent rear suspension were firsts in this class.



The Triumph **Herald** was the "bread & butter" light weight chassis/sedan that sold in the hundreds of thousands from 1959-1970. It superseded the Standard 8, 10 (re-badged the **Triumph Ten** for the U.S. 1957-1959). Heralds were powered by small 4 cylinder engines of 948cc to 1300cc. Convertibles and the sport model **Vitesse** were developed with the Vitesse sporting a 6 cylinder

engine.

Much of the Triumph reputation for reliability was based on success in many forms of motor sports: Le Mans, Sebring, Monte Carlo, SCCA and many more. Triumphs had become world famous sports cars.

Next, and last, installment: **The Final Triumphs 1968-1981.**

-Paul McBride

British V8 Gathering in Omaha, NE



Tr-Vette!

Jay's Tr at the weigh in



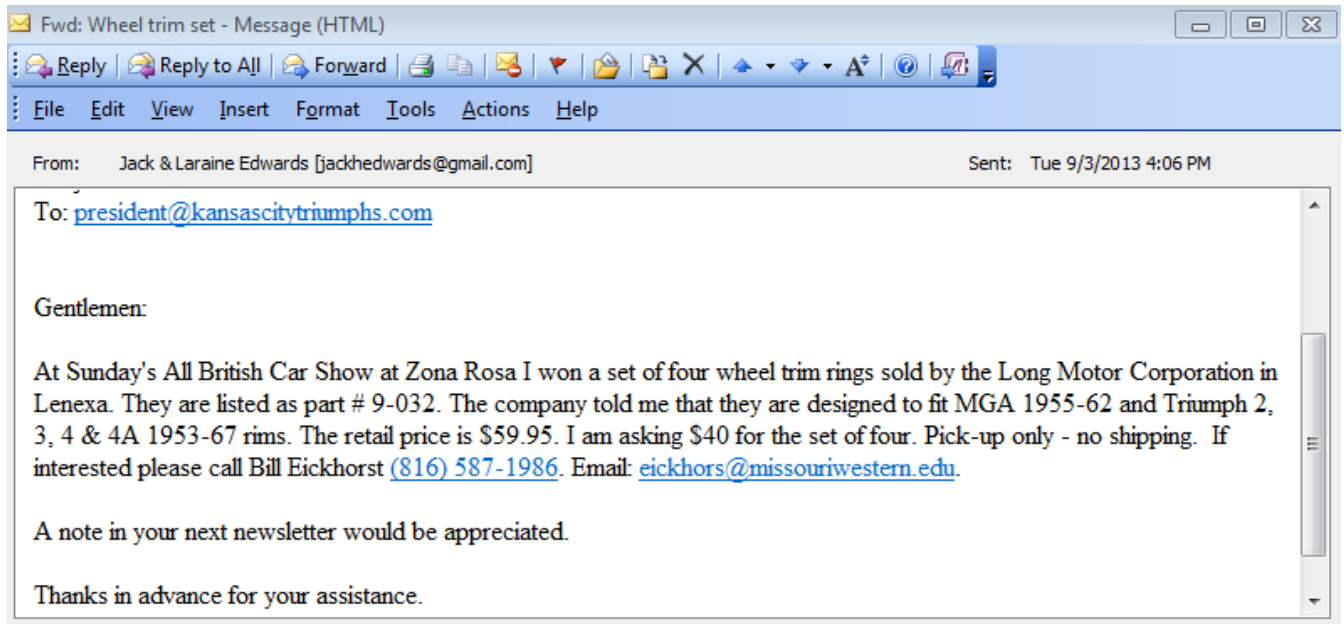
June 10th – 12th. Although it has V8 in the name, this group is open to anyone with a modified British car. We had a track day (road racing) at Mid America Motorplex, indoor go-cart racing, and a tour of the Smith Collection Museum of Speed as part of the event. The best part was sitting in the hotel parking lot each night and swapping lies about our cars!

Jay Smith



BRITISH V8





To our New Members!

Roger Hoyt
5014 Tracy
Kansas City, MO 64110
(H) 816-333-8802
(W) 816-471-1000
rogerkcmo@aol.com
1959 Triumph TR-3

Jim & Linda Sours
303 Winwood Dr.
Pittsburg, KS 66762
620-235-0988
ljsours@cox.net
1959 Triumph TR-3A

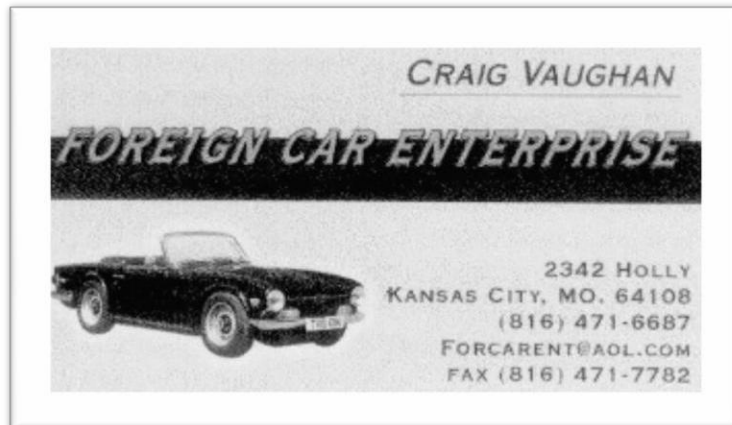
Mark & Judy Gillissen
9131 Darnell St.
Lenexa, KS 66215
913-888-4565
m.gillissen@prodigy.net
1975 Triumph TR-6

Wheels & Squeals Wounded Warriors Car Show



Two members from KC Triumphs and ten other British car enthusiasts attended the show which featured over 160 predominately American vehicles. The show in Olathe KS. was free but many of us donated to the cause . A generous goody bag, dash plaque and barbeque was available. The vintage military vehicle display was outstanding.

-Paul McBride



2010 KC All Brit winners

A	Healey		O2	Jag sedan thru '87	
	1	Wayne Miles		1	John Brunk
	2	John Zumbrunnen		2	Britta McCracken
	3	Bob Frey		3	
B	Bugeye		O3	Jag '88 to current	
	1	Joe Richardson		1	Bill Eickhorst
	2	Darren Traub		2	C B Harris
	3			3	
C	MGA		P1	Mini Classic	
	1	Ken Grant		1	John Styers
	2	Tom Berry		2	Seth Weaver
	3			3	Deighton Brunson
D	MGB/MGC chrome		P2	Mini BMW	
	1	Al Moore		1	David Gray
	2	Jim Danielson		2	Robert Fritton
	3	Denny Hale			Dwayne Deines
E	MGB black bumper			3	John & Johnna Perry
	1	Diane Cotton	Q	Land Rover	
	2	Randy Cohn		1	
	3	Roger crawford		2	
				3	
F	MG T series and pre-war		R	Lotus	
	1	Tommie Camblin		1	Denny Maruszak
	2	Keith Roney		2	Marvin & Cheri Angleton
	3			3	Bruce Heyne
G	MG Midget & box Sprite		S	British saloon	
	1	Al Calon		1	Russ & Marge Bees
	2	Steve Olson		2	David Dugan
	3	Keith Bouwlens		3	Bob Frey
H	MGB & MGC GT		T	Other British Sport	
	1	Monica Mills		1	Tim Kasl
	2	Paul Briggs		2	Brent Kasl
	3			3	Bill Watkins
J	TR2 & TR3		U	Modified British cars	
	1	Larry Taylor		1	John Ulrich
	2	Reed Squirres		2	Steven Spencer
	3	Mark Meyer		3	Steven Spencer
K	TR4, 4A, 250		W	British cycle	
	1	Pat Fischer		1	William Brown
	2	Mark Canaday		2	William Brown
	3	Bill Fisher		3	William Brown
L1	TR6 thru '73		X	AC, AC Cobra (kits included)	
	1	David Macintosh		1	Steven Morris
	2			2	
	3			3	
L2	TR6 '74 on		Z	Alpha	
	1	Jim Nye		1	John Justus
	2	Art Graves		2	John Blumb
	3	Brad Baumgart		3	Glen Beckerdite
M	Spitfire & GT6				
	1	Will Burke			
	2	Ed Blend			
	3	Jeff Rollert			
N	TR7, TR8 Stag				
	1	Richard Woody			
	2				
	3				
O1	Jag sports thru '87				
	1	Kris Gamble			
	2	Walt Reed			
	3				

Kansas City All British Car and Cycle Show 2013



Pat Fischer



Roger Elliott



Richard Woody



Ed Blend



[More Pictures on the WEB!](#)



Club Officers 2013

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edblend@sbcglobal.net

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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

Advertising Rates

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

\$80/year 1/2 page

\$40/year ¼ page

\$30 for a business card

Contact Ckigar@hexnut.us!

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>

Kansas City Triumphs Sports Car Club Treasury Report

01/01/13 to 08/31/13

	<u>Year To Date</u>	<u>Current Month</u>
COMMERCE CHECKING BALANCE 01/01/13:	\$3,497.05	
INCOME		
Advertising	\$90.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$240.00	\$60.00
Membership Dues, Renewal	\$420.00	\$30.00
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	\$382.50	
TOTAL INCOME	\$1,132.50	\$90.00
EXPENSES		
2014 Regional VTR Seed Money to VTR Commit.	\$341.50	
Administrative	\$78.38	**
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$179.26	
Gifts, Awards	\$51.79	
Gifts, Misc	\$0.00	
Gifts, Name Tags	\$173.97	\$21.75
Insurance	\$200.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$0.00	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES	(\$1,064.90)	(\$21.75)
INCOME - EXPENSES:	\$67.60	\$68.25
COMMERCE CHECKING ENDING BALANCE 8/31/13:	\$3,564.65	
CASH BOX	\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY 8/31/13:	\$3,599.65	

** Reimbursed Steve Boyse \$39.19 for Mbr Business Cards on 7/25/13 after July 31, 2013
Treasurer Report generated and reported to Board on 7/25/13.

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.





Chairman's Message: Welcome to Excelsior Springs.

2014 South Central Regional Vintage Triumph
Register
APRIL 27 TO 30, 2014



Excelsior Springs was a worldwide attraction for their healing mineral waters in the late 1800's to early 1900's. Our host hotel, The Elms Hotel & Spa was built in the 1880's to serve affluent mineral spa devotees.



The Elms today



Excelsior Springs is just 29
miles from Kansas City,
MO

The Elms completed a multi-million dollar complete update and remodel in 2012. They have one of the largest spas west of the Mississippi for your enjoyment. Head to their web site for information about this beautiful resort hotel <http://www.elmshotelandspa.com/>



Spa at the Elms

Area Attractions

You will also want to see the **Hall of Waters** and try their soda fountain of mineral waters. The Hall of Waters was placed on the Clay County Historical Landmark Register in 1981 and listed on the National Register of Historic Places on June 9, 1983.



Jesse James This museum features the largest collection of James family artifacts, and is accompanied by outlaw Jesse James' family home and farm in Kearney, Missouri. Tour the museum and restored home, and view an informative video that relates the story of Frank and Jesse James and their bank- and train-robbing escapades. There's also a gift shop where you can procure Jesse James tee shirts, coffee mugs and other souvenirs. Jesse James' home and grave is about 10 miles away

Events

Monday Welcome Reception
Gimmick Rallye
Autocross
Photo/Model/Craft
Awards Banquet

Concours
Funkhana
Dinner Runs
Concours 'Partipants Choice'

The committee has worked for the last eighteen months planning this event. They have planned rallies, tours, and secured the accommodations and a host of other things that go into making a successful and enjoyable event.

It is the planning committee's hope that you will have a great time at the 2014 South Central Regional Convention. During your stay, you will be able to identify the committee members by their fluorescent green vests. They will glad to answer any questions or give directions to local sights for you to visit.

The Excelsior Springs Police Department has worked closely with us, and they will be glad to assist you in any way they can. Be sure to thank them for the security services they are providing us when they assist you

Please join me in thanking the planning committee and the rest of the KC Triumphs for all of their efforts. We hope you find this program useful as it will give details of the events, history and places of interest in Excelsior Springs. I encourage you to contact any of the 2014 planning committee members with any questions or concerns.

Welcome to Excelsior Springs! I look forward to visiting with each of you. If you see any way we can improve the event please let me know your thoughts.

Jack Edwards

Chairman 2014 SC Regional
Kansas City Triumphs Host

Registration will be available beginning August 15, 2013 at

<http://www.kansascitytriumphs.com//> .

Those registering between August 15 and December 31, 2013 will be entered in a drawing to be held Jan 6, 2014, for one (1) night's stay at the host hotel (The Elms Hotel & Spa).

There will be six (6) winners; the night's stay has a value of \$104.00 + taxes.

Good Luck!!

TRIUMPHHEST

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
Funrallye
Awards Banquet
Triumph Vendors and Regalia

Contacts:

Rich Gibbon
(209) 296-8792
krgibbon@volcano.net
Cregg Cowan
(650) 966-8651
cregg.cowan@sri.com
Get complete details at:
www.triumphtravelers.org



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- TR6
- TR7 & TR8
- Spitfire & GT6

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and American Cars**

Plus many others!





**KCI Cruise Specialty Car Event
Rescheduled for Saturday, September 14
3 p.m. until dark**

Rain date September 21

Road construction, heat, dodging storms, nearby monster gun shows! All reasons the Kansas City Aviation Department is moving its popular car event to the Fall! Please tell your friends because we won't be out there this Saturday!

Enjoy a car event with the entire family near Kansas City International Airport!

FREE ADMISSION!! OPEN TO THE PUBLIC!!

Hundreds of classic cars, muscle cars, hot rods, rat rods, exotics and imports will be on hand in a casual, un-judged atmosphere. A Moonwalk inflatable and Mad Science Booth will be available for the kids. Hot dogs and refreshments \$1 each. Bring lawn chairs and shade!

50/50 drawing!

\$1 per chance to score great prizes like tickets to NASCAR races and Royals games, free airfare, NTB gift card, hotel stays, Avis car rentals, gas cards, Zona Rosa gift cards, dinners, and more!!

Benefits KCMO Combined Charities

**Ambassador Building at KCI
12200 NW Ambassador Drive
Kansas City, Missouri 64153
Current WireCo and former Farmland Building East of KCI & I-29**

For Event Flyer, directions and more event details, visit www.flykci.com/cruise and also check out videos and photos from past KCI Cruises!

To learn more about sponsorship and prize donations contact:

Joe McBride

Kansas City Aviation Department

joe.mcbride@kcmo.org

(816) 243-3164

(816) 719-0588 Cell

Follow [@KCIAirport](https://twitter.com/KCIAirport) on Twitter to confirm that we will hold the event if rain is forecasted. We will also update <http://flykci.com/cruise> and <http://www.facebook.com/KCIAirport> by 11 a.m. Call 816-243-3164 or 816-719-0588. Please click below to forward this email to all of your friends and car buddies!

The logo for YIN Eyecare, featuring a large, stylized yellow eye with a spiral iris on a green textured background.

YIN Eyecare

Cynthia Yin, O.D.

Office 913.341.3900
Fax 913.341.3901
7127 W. 95th St.
Overland Park, KS 66212
www.yineyecare.com
cyin@yineyecare.com

A color photograph of an older couple, Jack and Laraine Edwards, smiling and posing together.

**Jack and Laraine
Edwards**

Residential Sales Specialists

Office: (816) 331-2323
Jack Cell: (816) 591-4351
Laraine Cell: (913) 381-8070
Fax: (816) 892-3452
Email: jack-edwards@sbcglobal.net

The Keller Williams logo, featuring a stylized 'KW' monogram above the company name.

KELLER WILLIAMS

Southland Partners
1800 E North Ave.
Belton, MO 64012
Each Office is Independently Owned & Operated

2013 Event Calendar

June					
2nd	Prather Racing	8:00AM		Heartland	See flier sent on May 10th
6th	Club Night out	6:30 PM		Park. Topeka Birdies	2nd Thursday because of July 4th
7th & 8th	MG Regional Car show			Independence, MO	
	June 7th Free BBQ	5-8 PM			See web site for details
	June 8th Show	8AM-3PM			
13th	VTR Regional	6:00	Jack	Paul & Jacks,	
	Planning Meeting		Edwards	NKC. MO	
21st	Art of the Car	All Day		KC Art Institute	
TBD	Brunch at the Elms	?	Jack	Excelsior	Jack will set up details
			Edwards	Springs	
27th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
11th	Club Night out	6:30 PM		Birdies	2nd Thursday because of July 4th, if agreeable
13th	Harvesters	10-12 AM	Jack	Harvesters	
			Edwards		
13th	Boulevard Drive In	7:00 PM	Steve	Merriam, KS	
			Boyce		
18th	VTR Regional	6:00	Jack	Paul & Jacks,	
	Planning Meeting		Edwards	NKC, MO	
25th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
26th & 28th	Carthage Show			Carthage, MO	More details later
August					
1st	Club Night out	6:30 PM		Birdies	
8th	VTR Regional	6:00	Jack	Paul & Jacks,	
	Planning Meeting		Edwards	NKC, MO	
29th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
Septem ber					
1st and 2nd	All British Car & Cycle Show	?	Ed	Zona Rosa	Ed to fill in details
			Blend		
5th	Club Night out	6:30 PM		Birdies	
7th	Fall Tune up	8:00 AM	Garry	Garry's Shop	7755 W. 197th St., Stilwell, KS
			Perry		
12th	VTR Regional	6:00	Jack	Paul & Jacks,	

	Planning Meeting		Edwards	NKC, MO	
21st	Bar-B-Q	5:30 AM	Ray Overton	Ray's House	13013 W. 101st St; Overland Park, KS
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
October					
3rd	Club Night out	6:30 PM		Birdies	
4th & 5th	Brits in the Ozarks			Fayetteville, AK	Bill W 479-363-2168, Doug S 479-636-9172
5th	Lawrence	?		Lawrence, KS	Usually at the Douglas Cty Fair Grounds
10th	Antique VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
12th	Rally/Picnic, Garnett Racetrack	?	CB Harri	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	6:30 PM		Birdies	
14th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
26th	Harvesters	6 PM to 8 PM	Jack Edwards	Harvesters	
	Board Meeting	No Board Meeting, Thanksgiving			
December					
5th	Christmas Banquet	6:30 PM	Cynthia	Wil Jenny's	Starts with a Happy Hour
26th	Board Meeting	6:00 PM		Birdies	Any and All Members Welcome
2014					
January					
9th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO	
11th	Planning Meeting	TBD	Ed Blend	TBD	

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

Club Director
Ed Blend

edblend@sbcglobal.net 913-897-2348

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.**

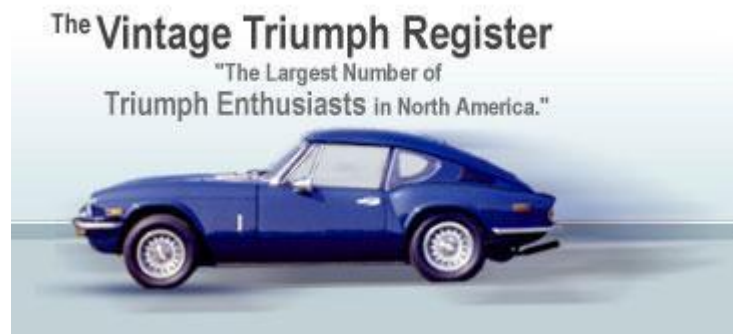
Don't have a Triumph or your car or cycle is not a showstopper? Don't worry . we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 each year) 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/>