

Volume 36-Number 1 April 1, 2014

2014 Board of Directors

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Ed Blend

edblend@sbcglobal.net

<u>Assistant Directors</u>

Ron & Susan Ray

Ronald-ray@sbcglobal.net

susanray48@hotmaíl.com

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Larry Taylor

larry@taylorgroupcpa.com

Membership Director

Steve Boyse

sjboyse@gmail.com

<u>Newsletter Editor</u>

Robert Aguilar

rgaguilar@aol.com

Webmaster

Chíp Kígar

ckigar@hexnut.us

<u>Hístorían</u>

Paul McBride

pmcbtr3@everestkc.net

Advisor/Publicist

Jack Edwards

jackhedwards@gmail.com

Director's Dribbling's

It's been a long time between articles and there is much to catch up on. So to begin I want to thank Linda & Larry Taylor for opening their house for a well attended Planning Meeting in January. Amy and Darin Taylor offered their home for a movie and dinner event this year more information to follow. Please check the calendar for other events that are in the works or already settled. We are still trying to find a place for our Annual Tune Up. Stay "tuned" for details.

So far it has been a busy year with the April VTR Regional. Jack, our committee chairman, and his committees have been doing a great job in putting the event together. The Elm's Hotel is a wonderful place for an event like the VTR and they have been very helpful in setting it up. We have quality sponsors, many ads and items for the silent auction. And, so far it appears that our charities will benefit from the show. It's getting down to the wire now, just about five more weeks and it will be here. At this writing we only have about a week to get in all the shirt orders and register, so get with it. I believe we have about 60 cars coming from all over. There will even be one from California.

We have a Newsletter Publisher; Bob Aguilar has stepped forward and will take over the helm from Chip. Bob, you are a prince among men. Also, because Bob is doing the newsletter he had to step down as Secretary/Treasurer. Larry Taylor was unanimously elected into that position by the club.

I also want to present to the board that we increase the Board of Directors membership. Ultimately I would like to see 10 or 11 board members. To start I am going to propose that we split the Secretary/ Treasurer position into two parts, a Treasurer and a Secretary. This would give us nine members. Our organization leaders are strictly volunteers and our membership is made up of people who have an interest in the Triumph Marquee. I admire all of you for belonging and volunteering, you are what makes organizations like our flourish and gives enjoyment to so many people. I like it because it is fun, I like to look at

and admire all of our cars and I enjoy such quality friends, you can't beat our events and our club night out meetings. We should all be proud to show our badge of membership.

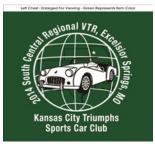
What can I say about the February Club Night Out? We had a record crowd on hand. I guess everyone was getting stir crazy and we almost overwhelmed the restaurant staff. At least fifty people came. Also, with spring agonizingly trying to get here we are all thinking about getting the old car out and blow out some cobs. I for one am really tired of being cold. I can't wait to have some ninety degree days, with some soft summer nights at about eighty degrees and a big moon above, top down and my car generating my own breeze. We have so few of those days and I love to take advantage of them.

On a final note we were informed that Garry Perry and his family are researching Assisted Living facilities. We all wish Garry well and hope for improvement and comfort in his position. Thank you Gary for all you have done and all you will continue to do for the club.

That's about all I can think of at the moment so looking forward to seeing you all again and very happy, safe and fun spring motoring around the city and country.



2014 SCRVTR PLANNING COMMITTEE REPORT



As I write this we have one month and 5 days until Kansas City Triumphs goes on stage in front of Triumph Groups from at least 11 states. This is the first time in 31 years that we have been in this position, and we started the South Central Regional Show in 1981. VTR keeps no records of regional shows. This is the longest running regional, is one of the only that meets every year. And to think our founders started it all. A big Thanks is owed to Paul and Gary for all they have done for this group.

All the things we promised from day one have fallen into place, and we have some surprises on top of those. You will have to come to the event or wait to find out after it is over.

Some of the committees still need help, send me your times available, and I will get them to the committees.

Driving weather has started; keep your tops down and a big grin on your face. I love the wind going through my hair, what is left.

Thanks for your support...

Jack

PS: For more 2014 SCRVTR information and schedules go to "www.kansascitytriumphs.com".

Editor's Note

Well folks a new era begins. I hope I can do as good a job as Chip did as editor. This newsletter will be pret- I have been working on getting my 1980 Spitfire ty basic as I learn how to use MS Publisher. Hopeful- spruced up a bit for the VTR while enjoying our interly as time goes by I'll get better and be able to add mittent good weather. I noticed that there was a bit of some nice touches.

Please feel free to send me articles and/or pictures anytime you want. I'll try to put a call out for these about a week or two before I really need them, but if you send them early that's okay. So thanks in advance.... Bob

Adult Car Control Clinic

By Michael Robbins, TR-4

Ever want to improve your driving skills? Try going to an Adult Car Control Clinic. I went to one at the BMW plant in Greer, SC last month. The instructors are all professionally race cars drivers and trained instructors. You learn items such as: what part of your body drives your car - your eyes, what to do in an emergency stop, with the brake petal stomp, stay and steer (only if you have ABS) other wise pump like mad. How to manage over and understeer on a skid pad, manage a slalom course make emergency lane changes and how to avoid an accident in the first place. The leading cause of accidents is driver inattention.

You can only use the cars provided. In this case 1 and 3 series BMWs. The companies motto is, we make them here we fix them here. The facilities and staff are excellent and your do not have to be a BMW car club member or owner to participate.

The school is two days in length. However, it was cut by one day due to snow and ice.

Any questions contact me or the BMW car club of America.

\$6.00 Performance Boost

By Chip Kigar, Spitfire

a power lag at speed, as if from fuel starvation.

Well the simplest thing to check is the fuel filter, which in my car is a in line plastic module installed by the previous owner and tucked under the fuel tank an behind a fiberboard panel.

I popped it out, cut it open and found this:



A quick trip to the parts store and a noticeable change in performance.



Clean and new.

My next project, a fresh Robbins 'hood', arrives Tuesday. I found some good online information and I am going to try to tackle the installation myself. If you have done this and have any tips, drop me a line.



Chip Kigar ckigar@hexnut.us

Enjoying the Hobby on the "relative" Cheap

By Paul McBride, TR-3

Now that Margaret & I are both retired and living on less and spending less, I have discovered that maintaining the two collector cars and pursuing other aspects of gearheadedness is still quite satisfying, unless there is winning lottery # in our future.

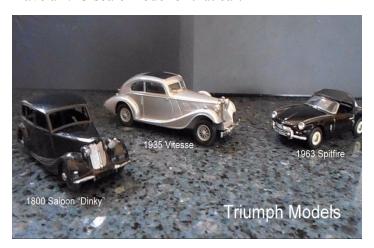
Some of the following activities and pursuits I have enjoyed without spending the equivalent of today's college education.



1. Collecting and making car models are far cheaper than the real thing. The 1/43 scale has always appealed to me as there is now incredible detail available. Triumphs from the '30's to the '80's are well represented ranging in price from \$20 to \$100+.

I made a model of my TR3 by slightly altering an incorrect model (shaving off the door and trunk handles) and then painting with some original paint I had put in rattle cans years ago. Careful painting of the small details makes it very authentic and presentable

The 1963 Triumph Spitfire in the accompanying photo is an exact replica of my first Triumph bought new from *Kansas City Motors* the summer following college graduation. I have many happy memories from that car including taking home from the hospital my first son. It was the only car I had for three years until son #2 came along and an English Ford Cortina GT took over family duties. I also have a 1/43 scale model of that car.



Two of the Dinky toy 1800 Saloons in the photo sold for near \$700 each in England on eBay in 2002 as the color black is very rare. I bought it at a toy show in KCK and the seller thought it had been repainted as the color black was not listed in the Dinky catalogue. There is no sign that it has been repainted. No matter, as it is a unique Triumph model.

The 1935 Gloria Vitesse Free-flow is an incredible heavy, detailed and expensive model of one of the

most beautiful and rarest Triumphs ever.

2. Anything with the name of your Marque. Tankards, glasses, beer cans, scarves, oil cans, hats, jackets, lighters, signs, etc. is collected and displayed. We won some very nice wine glasses embossed with the Triumph shield at a club dinner.



3. Dash Plaques can represent a history of your participation in the hobby if displayed chronologically. Framed posters and panoramic photos make interesting wall art. Garage art is a whole other facet that can become expensive.



4. Books, Brochures, Magazines and Ads occupy a large part of my collection of "Stuff". I did some counting for this article: Triumph books – 40; other automotive books – 50+: TR magazines – 175 and Newsletters – don't ask.

Brochure collecting is especially rewarding because it helps to authenticate the history. I say *helps* because they can be incorrect or deceiving, e.g. art work that draws the humans as proportionately small in relation to the interior. The text is often well done and even humorous and exaggeration is part of the sales effort.



5. Road Maps have held a fascination with me although I no longer collect. I have 60 maps dating from 1828 to 1960. The 1828 is a sailing map. Early maps to 1924 predate numbered roads and display trail signs symbols and colors e.g. Jefferson highway-blue bands/black letters, Midland Trail-orange/black/orange, Lincoln Highway-red/white/blue/blue letter. These signs were posted along the roadway in the hopes you could find your way.



Chief map makers were Glason, Rand McNally, Gallup (located in KCMO), and Gousha. Numbered highways greatly improved the travel experience. Today it is fun on a sunny day with your TR to search out the original roads. The art work on some of the maps depicts old cars and products when they were new and the info in the Legends is, well, informative. The 1950 map of London has an ad on the inside cover of a Triumph Renown "The Car of Distinction". (See photo)

6. Decorate the home with auto mania. Margaret is a talented decorator and doesn't mind as long as it is in the downstairs, garage, or the office. I have petroleum signs, auto paintings, pictures and posters in the garage. A replica gas station map holder has some of the old local road maps.



The office has a wall of bookcases that include auto related books. Because of a high ceiling a shelf exists above the closet and Margaret decided to decorate with auto related stuff. (See photo) The TR3 front apron is now worth a couple thousand. If anyone has seen another Triumph oil can, I'm interested.

Put a Triumph in your day! -Paul McBride

GARAGES

By Jack Edwards, TR-4

In 2003 we built our dream home, with all the garages anyone would ever need. A short 11 years later what has happened? I have found that as you rapidly close in on ³/₄ of a century your need of garages decreases as your aches & pains increase. It seems that each day something that had worked fine yesterday doesn't work.

I had never really thought much about working on my Triumphs, so I thought a little over a year ago I would overhaul my engine.

I couldn't get the beast high enough off the ground that my fingertips weren't below my knees. I would work on the Triumph one day and have to take drugs, soak in the tub and sleep on a hot pad for two or three days before I could start again. After, several weeks of this, I was at my doctors begging for anything to get rid of the pain. Nothing he gave me helped, I even tried exercise. Next I tried acupuncture; I have no fear of needles. I went 3 times a week and had needles stuck in some of the funniest places. After a couple of weeks I thought, I'm ready to give it another try. Down the stairs eagerly I went to get ur dun. A couple of hours later, after crawling up the stairs, I was back on the couch with the heat pad. Back to acupuncture for a week or so. Time had moved on to time for the Carthage Show. While there Laraine ran into Craig Vaughn. On the way home she told me she had told him to "get the car and make it reliable." This worked out great for Craig & Billie they were sending their daughter to college that fall. It makes me proud that my car is now running, we don't know about the reliable yet. I feel proud that I could help another child get an education

See you at the Elms

Jack

WEDGE WORDS

By Steve Olson, TR-8

When Triumph decided to build smaller cars they of course looked first in the parts bins for suitable components. Management was always keen to pinch pennies wherever possible. So not reinventing the wheel or whatever else was already in existence made good sense. But sometimes they took this theme a bit too far settling for a part that was almost what they needed but not exactly. If the available part was more robust than called for it would be more expensive and probably weigh more. So they usually chose to go with one that was minimally strong enough for the job. That is how they must have selected the transmission used in Spitfires, GT6's, Heralds, TR7's and who knows what else. I believe it was first developed for the Austin Marina. It was OK for a light car with not a lot of power that would be driven mostly as a local grocery getter.

The design was fairly conventional for the time and the 4 speed was small enough to fit easily in tight spaces. It shifted OK as long as you weren't in any hurry to get to the next gear and didn't expect a lot of confidence building feedback from the gear lever. The capability of the synchros or balk rings as the Brits called them was marginal but got the job done at least under gentle operation. It was a transmission good enough not to be hated but not one to be loved. The real weaknesses were the small diameter of the lay shaft, the shift action feel, a weak circlip on the main shaft, and the lack of a front seal to keep the lube inside. Only in the late 1970's did the engineers grudgingly modify it enough to add a front seal. That must have cost an extra ten cents per car.

As engine size increased to the Spitfire's 1500 cc and especially the TR7's 2 litre the tranny struggled to handle all the torque. The gears were strong enough to take the extra pressure but when driven longer distances like those in the USA that extra pressure produced extra heat. Tucked up inside the floor pan and sitting just downstream of the engine's heat the little cast iron case couldn't dissipate the heat as fast as it was generated. That

causes the lube to thin out and the needle bearings racing around the small lay shaft soon begin to fail.

Higher quality lay shafts and needle bearings last a bit longer. And better lubricants that can handle more heat help. The tradeoff is that the thicker and slipperier the lube is, the less effective the synchros are. ATF will provide great shifting but will soon have you replacing the lay shaft again. High viscosity gear lube especially synthetics will let the lay shaft survive longer but especially on cold mornings you will find second gear nearly impossible to get into without grinding. 20W50 motor oil has been recommended by some and that may be the best compromise but it lacks the high pressure additives of gear lubes so long term that could cause gear wear. And if you have the optional overdrive it prefers something lighter than heavy gear lube. Whatever you decide to use, check it often and keep the case full.

The previously mentioned circlip holds the gears in place on the main shaft. Though it is small and barely seats in its groove it should last forever. But if you use your big muscles on the gear lever and slam it hard trying to quickly change gears you will force the clip to jump out of its groove. You will then notice a lever that moves much too far in all directions and you will be lucky to limp home in whatever gear you happen to be in. A new clip is only a couple bucks. Labor to replace it is a wee bit more.

The last of the TR7's and all TR8's were blessed with the Rover 5 speed. That seems to be up to the task and handles more torque than any of the stock engines produce. It fits easily in any of the Wedge cars but isn't exactly a bolt in fitment for earlier cars. If you are thinking of buying a TR7 you are probably better off with one that has a 5 speed. Or even one of those automatics that are quite similar to those used by Ford in the 70's. The little old 4 speeds aren't tough enough to withstand any abuse.

From British Car Magazine, April 1993

Submitted by Richard Woody, TR-8

LETTERBOX

Defending the Wedge

I am writing in defense of the much-maligned TR7 and TR8. My wife and I have recently purchased our third 'Wedge'. We have loved each one, from our first '77 TR7, our first '80 TR8, and our latest '81 TR8, a real beauty.

I bring this up because we recently started a subscription to your magazine and both of us were excited to receive our first issue in the mail with the bright red TR7 V8 on the cover. But when we read through the issue, the slant of the articles towards the 'real' TRs and against the 'Wedge' was clear. Comments like "...the ugly, doorstop-shaped TR7 coupe..." and even an article about the cover car continued, "We all know that this particular model Triumph must rank high on the Least-Loved List for its notoriously-poor build quality (the others were high?), short engine life, inability to stay in one piece (overkill), and generally un-Triumphlike styling." (Who styled it then?)

And of course the final dig from a "Real Triumph Man" who says, "I saw the TR6, last of the real TRs and still near the peak of its popularity, dropped over U.S. management objections in favor of the TR7 which was ugly, overpriced, cheap, badly-built, and paralytic in performance. After its first two-and-a-half years, it became driveable, but remained overpriced." (Anything is overpriced if you think it's ugly and badly built)

I agree the TR7 was poorly thought through after the great run of the TR6, but the styling did catch the imagination of many young people ready to jump to "The Shape of Things to Come". I think many of the slings and arrows cast at the TR7 in these articles can also be cast at any of the other TRs made over the years, but to blame the TR7 for all of the "Real Triumph" owners' frustrations over the demise of the TR line is scapegoating. Cast the blame across the Atlantic at management for using poor judgement overall, and not following the popularity of the TR6 with the refined TR7, and of course the TR8, the last and greatest of the TR line.

- Harry & Suzanne Otto Los Angeles, CA

That so many people see the TR7 as the straw that broke Triumph's back is perhaps unfair, but personal opinion regarding its styling is one thing. Build quality - at the low-point of BL's quality control - particularly those cars built at the Speke, Liverpool factory, was inexcusable. The later cars did improve, but unfortunately, too late.

The cars were, perhaps, too far ahead of their time styling-wise, as damning a situation as behind too far behind. Today, they tend to look better than we remembered them when new, particularly the convertibles.

Dispassionate history will show the TR7 as just another product in a long line of offerings; and the last of the line of any manufacturer is invariably blamed for either killing the company, or at least failing to save it. - Ed.

New Racing Fan

I read with interest your editorial in the December issue. Providing that glimpse into the 'behind the scenes' workings of British Car has given me a whole new appreciation for your magazine.

I would love to hear more about how British Car came into existence. Did vou start 2D Studio to publish the magazine? Did your interests lean more heavily towards British cars or publishing? If British cars were a hobby at first, has turning that hobby into a business taken any of the fun away? Any tips for wannabe publishers?

Lastly, could I offer a suggestion for an article? I've recently become quite interested in sports car racing. In fact, I saw my first live race ever last weekend at Lime Rock Park in CT. It was a VSCCA event with MG as the featured marque and it was wonderful. The atmosphere was relaxed and the people were great. We wandered around the paddock as if we belonged. No one shooed us away from their cars, even when my 3-year old son wanted a closer look. Best fun I've had in a long time. Anyway, I was wondering if you would consider doing some basic article on SCCA racing, vintage racing, and rallying. I have no understanding of the rules and classes and it would be fun to learn about them in the context of British Car.

- Kendall Robinson Oyster Bay, NY

Regarding the first part of your letter, no, 2D was not started to publish British Car. It was a commercial art studio my wife, Dayna, and I started in 1978, while still in college. We had no clue about publishing, but loved British cars (mostly Jags at the time, and British motorcycles too) and were frustrated at the lack of published information on them. On a whim - and with blessed naivete - we jumped in with both feet and launched BRITISH CAR & BIKE in 1985. As the magazine took hold, the graphics end of the business got pushed aside, until 2D Studio was not taking on any outside art jobs anymore. The graphics background belped us immensely in designing, producing, and publishing the magazine, keeping overhead low. A new publisher without the hands-on expertise himself is facing a massive investment just to start-up.

Has turning a bobby into a business taken away the fun? Well, we love the cars just as much, but rarely have the time to play with them. We've become spectators in our own

bobby, more or less.

Glad you discovered the vintage racing scene. Yes, it's perhaps the liveliest aspect of the bobby, and a 'primer' for novices might be a good idea. Watch for our Vintage Racing Special issue in September. - Ed.

Less Hot Rods, More Oddballs

What is that monstrosity doing on the cover of your December issue? Granted, the TR7/8 coupe is one of the dippiest-looking cars ever built, but the convertible, minus the space cadet top, didn't

What Mr. Titmass has done is, to my eyes, one giant leap back in the looks department. Those rear fenders especially, look like they were pirated from one of the German tuners. Sure, the TR7 isn't the greatest car in the world, but 'improvements' like this shouldn't be featured in your fine magazine.

Instead of doing stories on British hot rods, you should do what you do best - stories on the oddball cars like the Bond you featured. Those stories really put life into your magazine and I am probably not alone in wishing for more stories on the offbeat cars, and fewer electric Spitfires.

Finally, why don't you feature more prewar and current sports cars? You bemoan the fact that there are no British sports cars. What about the TVR Griffith and the V8S, and the Ginetta G33? There are quite a few but they just aren't sold in the U.S.

- Michael Sweeney St. Paul, MN

Odd; first you decree the TR7's looks as 'dippy', then condemn one man's redesign of the original. While beauty is truly in the eye of the beholder, I thought Mr. Titmass did a splendid job in personalizing his car - which took a lot more time, effort, and money than if he'd restored it to stock. And I think my readers enjoy 'something different' now and then, particularly when it relates to a car with which they are so familiar.

We do feature prewar cars on occasion, but try to maintain a balance that appeals to our readership. The vast majority own 50s through 70s sports cars and saloons, and a steady diet of prewar cars - even exciting Bentleys and Astons - would soon bave them flipping pages. Watch for a feature on the Squire coming up soon, however, just for you... - Ed.

More Restoration, Please!

The Spitfire ("High Voltage Spitfire" - December '92) appears to be an earlier model than stated. The bumpers on 1979 Spitfires were the 'energy absorbing type, meaning a plastic compound. Perhaps this one was licensed, sold, and

6 APRIL 1993/BRITISH CAR

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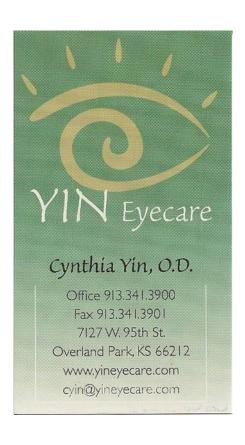
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2014 South Central Regional VTR Information at www.kansascitytriumphs.com

www.kansascitytriumphs.com

The club website has two great new features. Thanks to Ron Ray taking on the project of scanning the club newsletter from 1978 through 2009, you can now view the entire archive of news letters. Newsletters from 2010 through 2013 are now searchable through Google custom search. Just type in the term (trunion) and the search will return every newsletter since 2010 that mentions that Triumph feature.

Annual dues are \$30.00. To pay dues or for an address change please send to:

Larry Taylor

6680 NW Hickory Drive

Parkville, Mo 64152

or

larry@taylorgroupcpa.com

Advertising Rates

Support the Kansas City Triumphs by advertising to a dedicated group of enthusiasts. Advertising is:

\$80 per year for 1/2 page

\$40 per year for 1/4 page

\$30 per year for business card

Contact Bob Aguilar at rgaguilar@aol.com

Kansas City Triumphs Sports Car Club

Treasury Report

01/01/14 to 3/31/14

	Year To Date		Current Month
COMMERCE CHECKING BALANCE 01/01/14	:	\$3,860.29	
INCOME			
Advertising	\$0.00		
Banquet, Current Year	\$0.00		
Banquet, Prior Year	\$0.00		
Membership Dues, New	\$0.00		#400.00
Membership Dues, Renewal	\$750.00		\$180.00
Other Inc., Donations Other Inc., Grill Badges	\$0.00 \$0.00		
Other Inc., Grill Badges Other Inc., License Plate Frames	\$0.00		
Other Inc., Raffels for Charity Donations	\$0.00		
Other mo., Name of thanky Bonations	ψ0.00		
Other Inc., Raffels for Regional VTR Seed	\$87.00		
TOTAL INCOME		\$837.00	\$180.00
EXPENSES			
2014 Regional VTR Seed Money to VTR	\$87.00		
Administrative	\$316.33		\$156.24
Banquet Expenses, Current Year	\$0.00		¥
Banquet Expenses, Prior Year	\$0.00		
Charity	\$0.00		
Entertainment	\$115.12		
Gifts, Awards	\$0.00		
Gifts, Misc	\$0.00		
Gifts, Name Tags	\$76.11		\$76.11
Insurance	\$200.00		\$200.00
Misc.	\$0.00		
Registration, Kansas State	\$0.00		
Reimbursable	\$0.00		
Website TOTAL EXPENSES	\$0.00	(\$794.56)	(\$432.35)
TOTAL EXI LINGLO		(ψ194.50)	(ψ+32.33)
INCOME - EXPENSES:		\$42.44	(\$252.35)
COMMERCE CHECKING BALANCE AS OF 3/	/31/14:	\$3,902.73	
CASH BOX		\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY AS	OF 3/31/14:	\$3,937.73	



New Members to the Club

Mark & Vicki Canaday: 1963 Triumph TR-4

Ron & Mary Anne Denning: 1975 Triumph TR-6

Kaden Harris: 1957 MGA

Ron & Kerry Johnson: 1979 Triumph Spitfire

Randy & Linda Kidd: 1980 Triumph Spitfire

2014 Calendar of Events

	1	ı	-		
Date	Event	Time	Lead Per-	Location	Notes
March					
6th	Club Night out	6:30 PM		Birdies	
	VTR Regional Planning	6:00 PM	Jack Ed-		
13th	Meeting	0.001111	wards	Paul & Jacks	North Kansas City, MO
27.1				D: I:	
27th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
April					
3rd	Club Night out	6:30 PM		Birdies	
	Olpe Chicken Run	11:30	Lewis		Wichita contact
5th	(tentative day)	AM	Blackwell	Olpe, KS	<lewisblackwell@sbcglobal.net< td=""></lewisblackwell@sbcglobal.net<>
27th-			ام ماد ۵ ما		401 Decemble to Evereleian Springer NAO
30th	VTR Regional		Jack Ed- wards	Elm's Hotel	401 Regent St. Excelsior Springs, MO 64024
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Skip	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
May					
1st	Club Night out	6:30 PM		Birdies	
					Contact Rick or Monica Mills for
3-4th	MG Club Slim Run				details
		8 to		Crown Center	
17th	Concours d'Elegance	3:00	Jaguar Club	Square	
29th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome

2014 Calendar of Events (Continued)

			Lead Per-		
Date	Event	Time	son	Location	Notes
June					
	Club Night out	6:30 PM		Birdies	
7th	Heartland MG Car Show	8:00- 4:00	MG Club	0	Details at (www.heartlandmgregional.com)
21st	Kip's Auto Station	9:00 AM	Craig Simon		Craig is designing a route and meeting place more later
22nd	Art of the Car Concours	10-4:00	KC Art Insti- tute	KC Art Institute	All Day Event
26th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
27th	Wine and Jazz night	6:30 PM	Larry Taylor	Holy-Field Winery	18807 158th St. Basehor, KS 66007
July					
3rd	Club Night out	6:30 PM		Birdies	
12th	Drive In Movie Night	6- 6:30PM	MG Club	Boulevard Drive Inn	Contact Rick or Monica Mills (RickMonica@kc.rr.com)
31st	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
August 7th	Club Night out	6:30 PM		Birdies	
28th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
Septem-	J				
ber					
1st	All Brit Car & Cycle Show	8-3:00 PM	Ed Blend	Zona Rosa	Labor Day Annual Show
4th	Club Night out	6:30 PM		Birdies	
12th or				Darren & Amy's	6916 NW Searcy Drive, Parkville
13th	Movie Under the Stars	TBD	Amy Taylor	•	мо
25th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome

2014 Calendar of Events (Continued)

			Lead Per-		
Date	Event	Time	son	Location	Notes
October					
2nd	Club Night out	6:30 PM		Birdies	
TBA	Annual Bar-B-Q		Ray Over-	Ray's House	13013 West 101st St. Overland Park, KS
11th	Annual Garnet Driving		CB Harris	Garnett, KS	At the Race
30th	Board Meeting	6:30 PM		Birdies	Any and All Members Welcome
Novem-					
ber					
6th	Club Night out	6:30 PM		Birdies	
20th	Board Meeting	6:30 PM		Birdies	All Members Welcome, shifted because of
Decem-					
Decem-	J				1



Bad taste in music and cars!

Submitted by Chip Kigar, Spitfire

Friday, August 1, 1986

6 Hours of Wham! Worse Than Broken Arm

Kingston, Tenn.

Being pinned under his wrecked sports car for six hours with a broken arm was bad, but listening to the British pop group Wham! continuously playing on his tape recorder was worse, a teenager said.

"I never want to hear it again. I swear I don't," Gordon Pickrell, 18, of Kingston said Wednesday after Roane County deputies pulled him from beneath his overturned MGB coupe.

"I thought I was going to die."

Pickrell's car rolled down a 22foot embankment on a rural road in east Tennessee and came to rest behind a small patch of trees, making it difficult for passers-by to see the wreck, officers said.

Associated Press

British Car Celebration



at Crown Center MAY 17th, 2014

he Square at Crown Center is without a City doubt the most stunning location available Club, and The



mobiles. several

America Jaguar Club has held its' annual Concours ing, May 16th, at a private residence. D'Elegance on the Square, and has enjoyed it immensely. In May of 2010 the Austin Healey Club of



Kansas City joined the Jaguar Club and displayed several of their member's cars as well, resulting in what was a delightful

array of some of the finest British Cars seen on the streets of Kansas City.

members of the Austin-Healey Club of Kansas land. The Crown Center Complex is rapidly be-City, joined by members of the Midwest MGA coming the family entertainment center of Kansas Club, The Rolls Royce Owners Club, The Kansas City.

Triumph in the Kansas Wichita British City area for Car Club join the the display of Heart of Ameri-



beautiful auto- ca Jaguar Club in displaying their exceptional auto-For mobiles at this event. The date of the Car Show is years Saturday, May 17th, from 9:30AM to 2:30PM, and the Heart of the Hospitality Party will be held on Friday even-

> The entrants attending the Car Show on Saturday are asked to arrive between 8:30am and

9:30am such that we can manage the traffic flow, and properly place each car. There will be no cost for the event, and we ask that



all entrants be able to leave their cars until 2:00pm. You have the shopping and dining available in the Crown Center Complex, as well as the For 2014 we are proud to once again have exciting family activities The Aquarium and Lego-







British Car Celebration-HOAJC Concours

Hospitality Party

May 16, 2014 6:00pm

AUSTIN HEALEY CLUB OF KANSAS CITY, HEART OF AMERICA JAGUAR CLUB, MIDWEST MGA CLUB, ROLLS ROYCE OWNERS CLUB, WICHITA BRITISH CAR CLUB

The most anticipated event of the entire weekend is the Hospitality

TOM BURGOON will be providing the Magic at this years event.

Party, and this year it will be held on Friday evening. May 16th, from 6:00pm and 9:00pm. The address (a private residence) is 705 West Red Bridge Road, Kansas City, MO 64114. There will be hors d'oeuvres and an open bar available; a cas-

ual dinner will be served at 7:00pm. We ask that all

guests RSVP in advance such that we may have an accurate count for the caterers. There will be reservation forms available thru your club, or please call Mark at (913) 940-2082 or Nancy at (913) 940-2080 for information.

As the weather is always a concern in the Midwest, the event will be moved



May 17th Car show participation at Crown Center is free. However, if attending May 16th Hospitality party you must pay \$15.00 per person. Please mail below registration to participate.

2014	British Car Celebration RUREH CAL CELEBRATION ENTRY AND REGISTRATION FORM		
Car Owner	Guest		
Address	Home Phone		
City, State, Zip _	Office Phone		
Club Affiliation _	E-mail Address		
ON SATURDAY, N	WILL BE HELD AT THE FOUNTAINS ON THE SQUARE AT CROWN CENTER MAY 17TH, FROM 10:00am UNTIL 2:30pm. PLEASE ARRIVE BETWEEN 8:30am R PARKING AND PLACEMENT OF YOUR BRITISH CAR.		
WILL YOU BRING	G A BRITISH CAR TO THE SHOW ON SATURDAY AT CROWN CENTER ?		
	YES NO		
IF "YES", WH	AT YEAR AND MODEL?		
THERE WILL BE A HOSPITALITY PARTY ON FRIDAY EVENING, MAY 16TH, FROM 6:00PM TO 9:00PM, AT A PRIVATE RESIDENCE (705 WEST RED BRIDGE ROAD, K.C.,MO 64114). PLEASE INCLUDE PAYMENT WITH RESERVATION, THANK YOU.			
NUMBER OF GU	ESTSx \$15.00 EACH TOTAL ENCLOSED \$		
If attending Ho	ospitality Party make check payable to: HOAJC (Heart of America Jaguar Club)		
	Please send completed form to		
	hort, Box 40215, Overland Park, Kansas 66204. Tons? Call Mark or Nancy at (913) 940-2082		
Quest	with the Mark of Natury in (313) 370 2002		