



Volume 39—Number 3 June 2017

Friend and Past Director

Ed Blend

1937—2017

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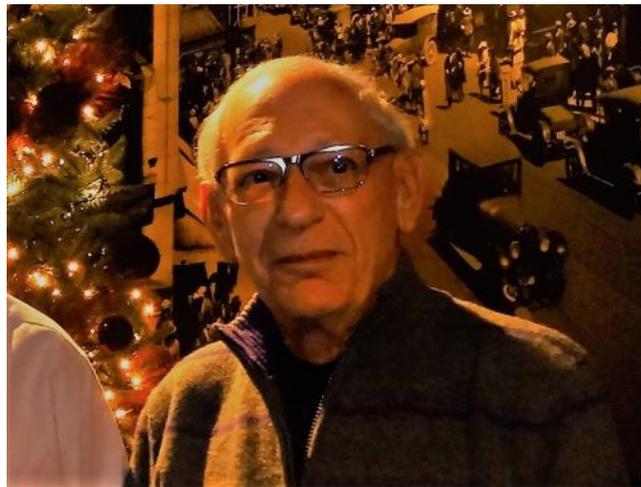
Jack Edwards

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Publicist

Bob Haefner

bhaefner@gmail.com



Edward I. Blend, 79 of Leawood, KS passed away May 20, 2017. Funeral services were held on Tuesday, May 23, 2017 in the chapel at Kehilath Israel Blue Ridge Cemetery, with burial following. In lieu of flowers, the family suggests memorial contributions to Sharsheret Breast Cancer – [in-fo@sharsheret.org](mailto:info@sharsheret.org) – 866-474-2774; Kehilath Israel Synagogue or a charity of one's choice.

He was born July 17, 1937 in Omaha, NE, the son of Joe and Tillie Blend. Ed lived in San Antonio, TX and moved back to Omaha his senior year of high school.

On October 15, 1960 in Omaha, he married Irene Winer. They moved to Kansas City area in 1965 where they continued to reside.

He earned a Bachelor of Business Administration in 1988 by going to night school for 6 years. Ed earned honors in Phi Kappa Phi and Beta Gama Sigma. He was also in the US Navy for 4 years.

Ed worked as an electrical engineer for Honeywell, Puritan Bennet and Airgas. After retirement, he was also a Management Assistant at Marillac, KU Health System.

Ed was president of ISOA – Instrument Society of America 1995-1996. He was president of the Kansas City Triumph's Sports Car Club for 4 years, 2013-2016.

Ed was preceded in death by his parents.

He is survived by his wife of 55 years, Irene Blend; daughter and son-in-law: Marlene and Ari Lubowicz; grandchildren: Sam, Ally and Rachel; sister: Bonnie Blend, niece: Lauren Friedman; and a very loyal circle of best friends.



Edward Blend

By Paul McBride

We are mourning the unexpected death of our 14th Director, Ed Blend. Ed and Irene joined the KC Triumph Car Club in 2007 after their purchase of a 1978 Triumph Spitfire. They became very active in the club and by 2009 Ed was a member of the Board of Officers. In 2013, after some arm twisting, he accepted and was elected Director succeeding Jack Edwards. His trepidation was unfounded and he excelled as our Director through 2016.

Ed had a passion for Sports and Sporting cars and over the years they included a Triumph TR3, a Fiat Spider, a Jaguar XKE Coupe, a '65 Mustang and recently a late Mustang convertible. Family members have related riding to school squeezed in the little cars and even on the back of a motorcycle.



A couple of years ago we had Ed and Irene over for lunch to plan the All British Picnic at Shawnee Mission Park. He was also excited to be on the committee of the annual KC All British Car Show. Soon they joined and made friends with the MG club. He and Irene were tireless volunteers in many of the activities of the British car club scene.

You may have noticed that Ed was not in many of the photos of our club events... he was on the other end of the camera! Photography was another of his passions which he made good use of in service to his Synagogue. Mark Short and the Jaguar Club hired him to document some of their events.

Ed had not been feeling well. I called him Saturday one week before he died. He said he had been in the hospital for a week and they found cancer. He was to consult with two oncologists. Unfortunately the cancer was to prove very aggressive. I concluded our conversation by asking Ed to say "hello" to Irene. I could tell by his voice that he was smiling as he declared that she was the best caretaker that he could ever have.

The funeral service was elegant in its simplicity. Many of our club members and four former Directors were in attendance. Rest in Peace Ed.

Director's Drippings

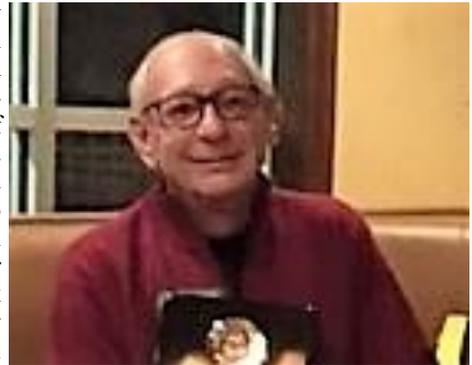
By Steve Vehlewald

Summer has finally arrived and I am looking forward to driving the cars with the top down if it ever stops raining! The last two months have had some fun events and some sad times.

We had a nice weather day on April 8 for the annual Chicken Run to Olpe, Kansas. The weather was perfect; not too hot, not too cold. We did have strong winds, but after all this is normal in Kansas! Later in April, we had to postpone the annual tune up and reschedule the Wamego Tulip festival run due to heavy rain and bad weather predictions. In May, we were able to have the club tune up day after a rainy early start. We did have some people brave the light rain to get on the lift early.

The month of May also had some sad news; we lost Ed Blend, our past Director, after a brief illness. Ed was a person who worked behind the scenes to make things happen in the British Car scene with his work on the Kansas City All Brit show as well as the Triumph Club.

The club will miss Ed's humor, wisdom and guidance.



June brings the conclusion of the drive your British Car Week ending with our annual picnic on June 4th. So far, the prediction is for the weather to be dry and pleasant. There are several car shows the weekend of the 10th and the 11th at Carthage, MO and Blue Springs, MO. Check the Club web site for details. We are also going to have a winery tour at a location we attempted last fall but were rained out at the Stone Pillar winery on June 16th. Details to follow on the winery event.

BRITISH CAR WEEK

The 20th Annual "Drive your" **British Car Week** is scheduled for May 27th – June 4th, 2017. The inspiration and motivation to organize a British Car Week came from a March, 1997 *Road & Track* column entitled *Seldom Seen Cars* by Peter Egan. Peter noted that sports cars which were once commonly seen (even daily transportation) were now seldom encountered on the street. Within weeks the British Car Week was organized. For more information link to: www.britishcarweek.org.

Your Kansas City Triumphs Club sponsored an all British car picnic to celebrate the occasion at Shawnee Mission Park, Shelter #10, Sunday June 4th from 11:00 AM to 3:00 PM. We invited all local British car clubs to join us. At the conclusion there was a parade lap of the lake. The shelter has a large parking lot for car display, restrooms, playground ideal for kids or grandkids, and plenty of room.

We provided hotdogs, fixings, soft drinks, plates, utensils, charcoal and chefs. Photos of the picnic will be featured in the August issue. However, below are a couple photos from the 2016 British Car Picnic.



First Spring Tour - Olpe Chicken Run

By Warren Wood

The Spring driving season got off to a grand start with the annual tour from Gardner, KS, to the Olpe Chicken House ten miles south of Emporia. A glorious blue sky complemented nippy morning temps and a brisk wind to make for an invigorating 105 mile journey along mostly back roads to this well-known eatery. A few hardy souls even lowered their tops for the trip!

Many of the Kansas City area participants, members of the Triumph and MG clubs, met at the McDonald's in Gardner. (Jaguar club members began from the Olathe Bass Pro Shop.) There were some puzzled looks as we noticed a number of Corvettes also assembled in the McD's parking lot. What was this? American fiberglass comingling with British iron? Fortunately, as we pulled out of the driveway at 8:30 a.m., the 'Vettes headed east, and the Brits headed west.

At about the halfway point, the group paused for a pit stop at Casey's in Lyndon. A brief diversion occurred across the street at a refurbished but locked Phillips 66 gas station where we peeked inside at displays of old auto memorabilia. Not sure if anything was for sale there. Then it was time to resume the caravan to Olpe.

We arrived at the Chicken House as planned at 11:00 a.m. and delayed eating while we ogled dozens of classic British cars filling the parking lot. Others joining us there were members of the Lawrence All British club, the Topeka All British club and the British Car Club of Wichita which organized the event. An Austin-Healey showed up as well, but its club affiliation was uncertain. Then it was inside to a feast of fried chicken, mashed potatoes, green beans, rolls and dessert. The folks running the Chicken House were well prepared for our large group, and no one left hungry.

Reports were that about 50 cars carrying 87 people attended. The KC Triumphs were represented by Steve Vehlewald and Bob Haefner in Bob's Spitfire, Bob and Kim Aguilar in their TR6, Mark and Judy Gillissen in their TR6, Pat Fisher and Roger Elliott in Pat's TR250, Steve Olson in his TR8, Warren Wood in his TR6, Eric Dieckhoff and his father in a daily driver, and Craig and Kim Simon in their daily driver. In addition to the typical cast of TRs, Spitfires, MGs, Jags, and a Healey, we saw a Bentley, a Sunbeam Tiger V8 and a Caterham Lotus 7. The cars held up well during the trip, there being only one mishap of any consequence. A Jag had an oil loss problem along the way, but some other Jag members stopped to render assistance, and the only consequence was that those involved got a late start on eating chicken.

The trip back home wasn't quite as disciplined, with cars splitting into smaller groups or heading back individually and on differing routes.

In all, it was a fine day to begin the season and blow out the cobwebs.



Olpe Chicken Run



Olpe Chicken Run (Cont.)



Olpe Chicken House before the "British Invasion"



Olpe Chicken Run (Cont.)



Two Former Members Pass Away



Cheryl Harris, wife of CB Harris, passed away on May 24th 2017. They were most responsible for the Lake Garnet Gran Prix Revival.



Roger Hurst, Triumph Sports Car Guru and owner of Hurst Imported Car Service of Independence, Missouri, passed away on May 27th 2017.

WEDGE WORDS

By Steve Olson

The speedometer in my TR8 had been working fine and then it didn't. That is what I first thought but then I remembered that it hadn't been working "fine" for quite a while. There was always a slight flutter of the hand even at beyond legal speeds if you took the time to look closely. Not enough to be a problem though. Sure the hand did the Queen wave (elbow, elbow, wrist, wrist, elbow, elbow, blow a kiss) at school zone speeds but that never seemed like a big deal. But now the hand had lost any sign of life and even the odometer numbers had stopped rolling. Clearly it was time to open up my tool box.

I am sure everyone is thinking it has to be the speedometer cable silly. But that is something I remember replacing just a few years back, or maybe it has been a couple decades. Our cars speedometer, unlike today's electronic computer controlled things, uses simple mechanicals. A gear on the output end of the transmission meshes with another gear that the faster the cable turns. The cable is housed inside a sleeve and the other end sticks into the speedometer housing. The speedometer has a series of gears that make the odometer numbers slowly count up the miles driven. And it also has a magnet that spins as the cable turns. Around that spinning magnet is a metal drum. The spinning magnet attracts the drum and makes it want to go around also. The drum does turn but it is restrained by a fragile looking clock spring that tries to hold it back. The battle between the spring and the magnetic pull determines how far the drum rotates. All that is behind the instrument face where we can't see it. Out front the drum's axle is fitted with a hand that points to the numbers. To me this is far more simple than electrical pulses and pulse counters and square wave to analog conversions and voodoo computers that still usually end up spinning a magnet inside a drum.

Well sure enough once I got access to the speedo cable which hides conveniently under the dash I could see the problem. The outer sleeve had broken away from the connector letting the cable fall out of the speedo. So off I went to Victoria British for a new cable assembly. It was in stock and wasn't even expensive. Installation meant some contortions under the car to do the transmission end part resulting in just a few cuts and bruises. And the under dash contortions are something we are all familiar with. The new assembly was about 6" longer than the old one allowing for more gentle bends which seems to be a great improvement. Once the cable was installed and all the things I had taken apart to gain access were put back in place I took a test drive.

I miss the friendly hello wave when I pull away from stop but the hand steadily points to the numbers as I roll along. I can't remember it ever being this good. And my GPS says the indicated speed is only about a half mile per hour off at 70 so my calibration job was spot on. Maybe I'll explain how I do that another time.

Wamego Tulip Festival Tour April 23rd

TR Club members traveling to the Wamego Tulip Festival started at Cabela's:

Pat Fischer & Roger Elliott, 1968 TR250,
Chip & Pamela Kigar, 1980 Spitfire,
Jeff Givens, 1959 TR3A,
Steve & Carol Olson, 1980 TR8,
Mark & Judy Gillissen, 1975 TR6



One mishap: Chip's Spitfire's clutch went out.

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Shawnee Mission West High School Band Car Show, May 6th



May 20th Spring Car Tune Up



May 20th Spring Car Tune Up (Cont.)



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2017 dues are \$20 (\$25 if you want your newsletter mailed via USPS). If you haven't paid your dues please do so with the enclosed Membership application found later in this newsletter.

WEDGE WORDS AGAIN

By Steve Olson

This is a discussion on the topic of nothing. Vacuum is nothing isn't it? When our car's engine is on the intake stroke the piston is moving down in the bore and the intake valve opens and air is sucked in through the carb. Some purists point out that the air isn't sucked but instead is pushed into the empty cylinder by the weight of all that air above us. That is why when we drive in the mountains at 12,000 feet above sea level our cars don't run as well. There is less air above pushing into the engine. Whatever! Sucked or pushed the air passes through the carb where the venturi causes it to suck some fuel in with it. Or perhaps the fuel is pushed by the weight of all that air above. Either way it gets mixed with the air. The design of the carb controls the ratio of this mix very precisely. In theory this is how it all works.

But we don't live in a theoretical world. In our world some of the air takes a shortcut into the cylinder without going in the front door and doesn't get to pick up any fuel. Gasketed joints between the intake manifold and the head and between the intake manifold and the base of the carb can and sometimes do leak. This is wrong and we should fix those leaks pronto. The carb itself can leak around the throttle shaft bushings. When new these leaks will be minute but after years of wear they will be larger. Where else might leaks occur? Well our distributors use vacuum to control the spark advance to improve efficiency. Later engines needing to meet emission laws had vacuum retard in addition to or instead of vacuum advance to reduce NOX gasses at idle and overrun conditions. Later carbs had ported vacuum spots that supplied the vacuum signal to the distributor retard only when the throttle was closed. Some supplied the signal to advance only when the throttle was not closed. These and their hoses and the diaphragm in the distributor advance/retard unit can and do leak. If your car has power brakes those work off vacuum supplied from the intake manifold and of course leaks can happen there as well. Other vacuum hoses supply cruise control and anti run on devices and can leak as well. Later cars had EGR valves that under high vacuum conditions would allow some gasses from the exhaust manifold to go into the intake. Of course over time those fail as well. Surely this covers most of the shortcuts the air can take into the engine.

Nope! Starting in the late 1960s the engineers needed to eliminate the oily gassy crank case vapors that were escaping into the atmosphere and making the pavement slippery. It seems even in the best and newest of engines there is some amount of combustion pressure that sneaks past the piston rings and gets into the crank case. Worn engines let a lot more of this happen. So they sealed up or at least closely controlled the amount of air allowed to flow into the crank case and hooked up hoses to have a small amount of vacuum to draw off any fumes into the carb so they could be burned. Often this is drawn into the carb or intake downstream of the venturi. Not only does this plumbing provide more places to leak it intentionally allows an amount of air into the system without a precise way to control the ratio of fuel to air.

Now if we have a tenth of the air going into our engines that gets there via a short cut bypassing the venturi we simply enrich the mixture of the controlled air by 10% to compensate. Trouble is the percentage of leakage at idle is not likely to be the same percentage at half throttle or the same at light load as at heavy acceleration. And leaks get bigger or smaller as parts heat up. If we want the carb to do a good job it has control ALL the air getting sucked or pushed into the cylinder. It can't manage the fuel ratio if we don't manage all the leaks. Not only are

our old British cars famous for leaking oil out, they leak a lot of air in as well. Next time you are having fuel/air ratio problems try minimizing the leaks.

Spitfire Restoration

By Dave Denton

Thought I would share the garage find we got from our son in-law's parents. A 1972 Spitfire. We've had all the mechanical done. Just got it back from the body shop and now we're doing the interior. Will share more when we're done. Restoration is a challenge.



The Woody's Sold Their TR-8

Submitted by Richard Woody

Richard sold his TR8 to a couple from Virginia and they took a two week road trip back to their home. The little Triumph did great. Richard received the following email from the couple:

Date: May 3, 2017 at 2:38:40 PM CDT
To: Richard Woody <sailor64@embarqmail.com>
Subject: we're home!

Richard,

We are back home. We ended up covering about 2,000 miles with no car-related incidents to report.

The TR8 has visited Elvis' childhood home, been parked next to a Saturn V, driven the entire length of the blue ridge parkway, and climbed Mt. Mitchell.

The box of parts is here - I'm sorry I meant to send you a UPS number to use - we had no internet in the mountains for the last several days. Let me know how much it was and I'll send you a check.

Thanks for taking care of the car and for helping us make it a successful trip!

If you're ever in the DC area let me know and we'll take you out to our favorite brunch spot.

-Steve



2017 Calendar of Events

April, 2017

6th, Club Night Out, Birdies 6:30 PM
 8th, Ople, KS Chicken run
 18th, Officers Meeting 6:00 Birdies
 23rd, Wamego Tulip Festival-Chip Kigar
 27-30th, VTR South Central Regional, New Braunfels, TX

May, 2017

4nd, Club Night Out, Birdies 6:30 PM
 6th SM West Band Car Show
 6-7th, MG Club Slim Run
 16th, Officers meeting 6:00 PM Birdies
 20th, Spring Tune Up-Steve Vehlewald 8-2:00 PM
 28th-June 4th British Car Week Picnic SM Park

June, 2017

1st, Club Night Out, Birdies 6:30 PM
 4th Picnic SM Park Drive British Car week ends
 10-11th, GOMBC All British Carthage, MO
 11th, Car & Bike Show, Blue Springs Elks Lodge 2509
 16th, Winery Concert Stone Pillar Winery
 20th, Officers meeting 6:00 PM Birdies

July, 2017

6th, Club Night Out, Birdies 6:30 PM
 15th, Atchison Fly In Atchison, KS KCMGB
 18th, Officers meeting 6:00 PM Birdies
 21st, Drive in Movie Night

August, 2017

3rd, Club Night Out, Birdies 6:30 PM
 15th, Officers meeting 6:00 PM Birdies
 16th-19th, VTR National Convention, Princeton, NJ
 21st, Solar Eclipse, Shelter #3, Smithville Lake 11:30 AM

Cars and Coffee (and donuts) at the Kansas City Auto Museum every 1 & 3 Saturday of the Month in Olathe from 8-10 AM

September, 2017

3rd, Heartland All British Meet
 7th, Club Night Out, Birdies 6:30 PM
 16th, Antique run West Bottoms, Chip
 16th, Brits in the Ozarks, Fayetteville, AR
 19th, Officers meeting 6:00 PM Birdies
 21st-24th Triumphest 2017, Flagstaff, AZ
 30th Winery Concert Stone Pillar

October, 2017

5th, Club Night Out, Birdies 6:30 PM
 8th, Lawrence British Car Show
 17th, Officers meeting 6:00 PM Birdies
 20-21 Lake Garnett Car Show

November, 2017

2nd, Club Night Out, Birdies 6:30 PM
 21st, Officers meeting 6:00 PM Birdies

December, 2017

7th, Triumph Club Holiday Party
 19th, Officers meeting 6:00 PM Birdies

January, 2018

4th, Club Night Out, Birdies 6:30 PM
 16th, Officers meeting 6:00 PM Birdies
 20th Annual Planning Dinner

February, 2018

1st, Club Night Out, Birdies 6:30 PM
 10th Drive Your TR Day (Sir John Blacks BD)
 20th, Officers meeting 6:00 PM Birdies

revised 4-17-17



Photo of a TR4A survivor, a California car with zero rust found by fellow member Ben Rust.

For Sale: 1976 Triumph TR-6

A former Triumph club member, Henry Rueter, is selling his TR6. He recently retired and would like to get word out about selling his Triumph. He is asking price \$12,400. Please contact Henry at 913-381-3943

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Call Wild Child to have your personal items embroidered with the Kansas City Triumphs logo. They have the pattern.

For Sale 1964 Triumph TR-4

Submitted by Doug Lyman

I have owned the car for 18 years. Prior to my ownership, the car was owned by two families that were also members of the Kansas City Triumph Club. The car has had several updates and improvements from its original condition. They include the following: A complete new interior, new dash, new top, racing wheels and tires. The engine was rebuilt by Craig Vaughan at Foreign Car Enterprise. All service records are available for review. The car has been well maintained and always garaged. Actual Mileage: 82,319 Selling Price \$14,500. Call direct at 913-219-1006 or email me at dlyman@reecenichols.com.



Bottom right photo: TR-3 Paste Resin Glaze Can submitted by Kenny Wymore. He saw it while out pursuing junk shops one weekend last month.

FOR SALE – 1975 TRIUMPH TR-6

Call Ron Denning – 816-587-8815



This TR-6 was purchased in October of 2006 here in Kansas City. The purchase price was \$7,000.00. I played around with it replacing a few things here and there. In June of 2012 the decision was made to do a serious total body off frame restoration. It was finished in August of 2014. Every nut and bolt was removed, all parts cleaned or replaced with new. Receipts for all parts are available.

Below is what was invested in each vehicle area. This pricing does not include any labor, just parts.

\$7,000.00 – Purchase price
\$1,092.00 – Misc.
\$2,693.00 – Engine
\$336.00 – Transmission/Clutch
\$977.00 – Brakes/Wheels
\$984.00 – Suspension
\$122.00 – Steering
\$7,557.00 – Body/Exterior/Chassis
\$3,332.00 – Interior
\$944.00 – Electrical
\$104.00 – Fuel
\$343.00 – Exhaust
\$248.00 – Cooling/heating
\$25,732.00 – Total parts and original TR-6 Purchase – no labor

Asking price \$26,000.00

Complete photo record and re-build log are available. Total hours for re-build – **569 hours**

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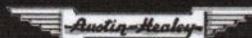
VictoriaBritish.com

(800) 255-0088

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SUNBEAM



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. 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 or renew, complete the application and mail with \$20.00 check (\$25.00 for newsletter delivered by snail mail) payable to "Kansas City Triumphs" to:

Mark Gillissen, Treasurer
 9131 Darnell St.
 Lenexa, KS 66215
 913-888-4565
 m.gillissen@prodigy.net

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



Club Director
 Steve Vehlewald
 913-469-4306
svehlewald@fry-wagner.com

New: _____ Renewal: _____

Name _____

Spouse _____

Address _____

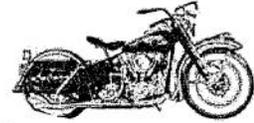
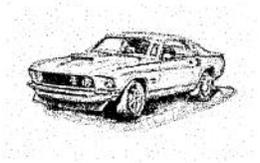
City, St Zip _____

Phone () _____

E-Mail _____

Car Information
 Year Model VIN / Commission # _____

Add additional cars or cycles on the back. We look forward to seeing you!



DJ

Annual Benefit Car and Bike Show

**Silent
Auction**

Blue Springs Elks Lodge 2509
Sunday, June 11th, 2017 (Rain or Shine)

Registration is from 9:00 am until 12:00 pm.

Goody bags and dash plaques to the first 100 registrants

All proceeds benefit our veterans and the youth scholarship program.

All makes, models and years of cars, trucks, vans or motorcycles are welcome

Awards by year classes, Best of Show, Participant's Choice and Rat Rod

Judging is from 12:00 to 3:00 with awards presentation to follow.

Food and drinks will be available for purchase

**50/50
Raffle**

Entry Fee \$15.00 if pre-registered by June 2nd, 2017.

June 3rd, 2017 thru the show date, Entry Fee is \$20.00

**Door
Prizes**

For more information, contact Terry Dicken at tdicken1126@gmail.com or at 816-830-4173.

Make checks payable to: Elks Lodge #2509 Car and Bike Show

Mail registration form and payment to:

Elks Lodge #2509, Attn: Car Show
100 NE Brizendine Rd. *(One mile East of Adams Dairy Pkwy on 40 Hwy)*
Blue Springs, MO. 64014

Name: _____ (Please Print)
Address: _____ **Phone:** _____
City: _____ **State:** _____ **Zip:** _____
Email: _____
Vehicle Year: _____ **Make:** _____ **Model:** _____

Elks Lodge reserves the right to use any photo taken at the event of you and/or your vehicle. By signing below, I release and hold harmless the Elks Lodge and its members from any liability.

Signature: (required) _____

Elks use only: Date received: _____ Class: _____ Entry # _____



August 16 - 19, 2017

Celebrating 50 Years
of the Triumph GT6

Visit our web site
VTR2017.ORG

PLEASE NOTE THIS IS AN UPDATED FLYER WITH NEW
DATES LISTED

Please join the fun at the 2017
Vintage Triumph Register
National Convention which
takes place at Forrestal Village,
Princeton, NJ



The convention will be
co-hosted by the
Delaware Valley
Triumph Club and the
New Jersey Triumph
Association. This will
be the 2nd time the
DVT has acted as host
for this national event
and the 1st time for
the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>

The planning committee is working on many great back-roads drives that are abundant in the area. Princeton itself a short back-road drive to that historic town, with its many restaurants, pubs, shops, antique shops and of course, the esteemed Princeton University.

While the Concours and Participant's Choice Car Show are a major part of the convention, DVT and NJTA are "Driving" clubs. We encourage all Triumph enthusiasts to bring a car-regardless of its condition.

Picturesque and local roads leading from the hotel are perfect for back road drives.

The Convention headquarters will be at the Westin Princeton at Forrestal Village. Located off major roads, but easily accessed by back roads. The hotel is everything you would expect in a major chain hotel; 300 rooms, pool, restaurant, tennis court, etc. In addition, plans are for the Autocross, Funkhana, Concours and Participants Choice Car Show to be literally within walking-distance of the hotel, using their grounds. Tech sessions and other meetings will be at the hotel. The site also has several restaurants.



"Book your rooms now at":

WESTIN PRINCETON AT FORRESTAL VILLAGE
201 Village Boulevard, Princeton, NJ 08540
Contact number : 800-937-8461 (Ask for Vintage Triumph national car show

link: <https://www.starwoodmeeting.com/events/start.action?id=1605038760&key=2E62902E>



Reasons to Attend:

Funkhana!

Great Mid-Atlantic and Northeast
location!

Autocross Challenge!

TSO and gimmick Rallies

Tech Sessions!

Breakfast, Ice-Cream, and Self-Guided
Tours (and maybe a Cheesesteak
drive!)

New activities to interest non-car participants!



Events & Awards

Awards: Carolinash Cup, Participants Choice, Charles Macartney

Welcome Reception: The convention kicks off in a big way with a Welcome Reception and BBQ sponsored by Delaware Valley Triumph and the New Jersey Triumph Association on the grounds of the Westin hotel.

Auction: This will be a charity auction where part of the proceeds (a minimum of 25%) will go to a designated charity. VTR members are invited to donate parts for the auction, or attend the auction. Donated items from vendors and sponsors will also be at the auction.

The Autocross Challenge: Whether you are an accomplished racer, a novice autocrosser, or simply have a desire to get your car on a track to see what it will do, this is for you. Spectators also welcomed!

Tech Sessions: Learn more about your Triumph during these tech sessions. Thinking of UK Motoring Tour, learn more. Wondering what fire extinguisher to purchase, learn more... and much, much more.

Concours Competition: Ready to compete against the "Best of the Best"? See how your Triumph stacks up against North America's best. Compete against the VTR's 400 Point judging system. We encourage you to register for this event.

Participant's Choice Car Show: Registrants select their favorite car in each class. All cars are welcomed

Panoramic Photo: It's your chance to have your photo taken with all the VTR2017 participants. An outstanding memento.

TSO (Time, Speed, Distance) Rallye: The perfect opportunity for you and your passenger to test your driving and navigational skills through our back roads.

Gimmick Rallye: Still under construction, but will be historically related.

Ice-Cream Run: A summer night, top-down and off we go! What better way to spend the evening than to take a ride to one of the local ice-cream stands to cool off.

Self-Guided Tours: Enjoy the scenic countryside of New Jersey and Pennsylvania at your own pace to the places such as Washington Crossing, New Hope, Lambertville, etc. We will have several back roads, routes available for you to explore and enjoy.

Art, Car, model, and Photo Contest: The popular event returns again! We will have an area to display artistic talents.

Cocktail Reception and Awards Banquet: The convention wraps up with the annual Awards Banquet, held at the huge Westin ballroom. Guest speakers to be announced.



Important Registration information

The basic registration fee for \$135.00 (\$120.00 prior to June 15, 2017) includes admittance to all events except for Awards Banquet, Breakfast drives, Ice-Cream drives, and Dine-Around drives. The fee covers one drive in one car. VTR requires all non-VTR members pay an additional \$35.00 fee for a one-year VTR Membership. One additional driver may be added to the base registration \$25.00 per car. The Early-bird registration cutoff date is June 15, 2017. You must register early to save the \$15.00. to guarantee an Awards Banquet seat, you must Pre-Register. Banquet reservations will accepted on-site only if space is available. All orders for VTR2017 Regalia are due by July 1, 2017. After the date, we cannot guarantee availability of all items offered.

When registering for the hotel, if you call, you must specify 'Vintage Triumph 2017 National Car Show' to get the contracted discounted rate. To guarantee a room, make your reservations early! All blocked rooms for the hotel will be released after July 1, 2017

Terms and Conditions

Proof of car insurance is required to participate in any moving events. Under VTR rules, all Triumphs entering Concours and Participants Choice car shows are required to participate in at least one moving event. Tech and Safety Inspections are required to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for Safety reasons.

Concours Classes

Stock: Any Triumph that is considered to be in showroom stock.

Senior: Any car which has won a First Place Award in the Concours may enter. After two First Place Awards, cars MUST enter the Senior Class.

Preservation: After obtaining one Senior Class.

Modified Touring: Cars that are modified to improve reliability and ease of maintenance.

Modified Prepared: triumphs with major performance modifications.

To obtain detailed description on classes go to www.vtr2017.org