



Volume 40—Number 2 April 2018

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Director's Drippings

By Steve Vehlewald

Winter continues to drag on, and on Easter eve it looks like we may have a white Easter! Maybe I was looking at an April fools forecast. Let's hope the white stuff misses us. The weather has not cooperated during late winter and early spring for driving our cars much less doing any kind of work on them in a cold garage. I cannot get myself motivated to go to the garage when it's cold, not to mention the lack of sunshine. If you haven't guessed I like warm sunny days.

Speaking of weather, we had 11 cars brave a temperature of 15 degrees with a 1 degree wind chill for a group picture on February 10th at Victoria British for Sir John Black's birthday. Most of us kept our engines running for fear they might not restart in the cold and wind. It was of course cloudy, like most of this winter, but it was a lot of fun to get the car out and take it for a spin. None of the group was brave enough to go top down. Check out this link to see all the pictures of British cars taken all over the world on February 10th. <https://driveyourtriumphday.shutterfly.com/>

April is a busy month with lots of club events. The club night out is April 5th. April 7th is the annual work day in the out building at my house. So far we have 20 people attending and 5 maybe. If you are new to the club or an old member this is a great opportunity to see a lot of cars in one place and get those questions answered. If your car is not running, come anyway. It's a great way to meet members and see the work they have done to their cars. The conversations are always fun, and it's interesting to see how many guys get under a car at one time while it is on the lift!

The following week on April 14th is the annual Chicken Run to Olpe, KS. This is a fun day event with a break in the middle to eat a tasty chicken dinner and fixings with people from clubs all over Kansas and western Missouri.

April 21st is the Tulip Festival Run to Wamego, Kansas and we finish the month with a tour to Jeff Givens' home on April 28th for a demonstration on prepping your car for a trip.

Let's hope the weather cooperates and we see sunshine and warm weather for all these events.



<https://www.facebook.com/kansascitytriumphs/>

Kansas City Triumph Club Work Day



- Host: Steve Vehlewald
- 913-208-5956
- Saturday, April 7 from 8:00 AM to 2:00 PM

Steve Vehlewald's Out Building Garage [20245 W 113th Terrace Olathe, KS 66061](https://www.google.com/maps/place/20245+W+113th+Terrace,+Olathe,+KS+66061)

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Olpe Chicken Run 2018

By Steve Vehlewald



This is a fun day trip with good food and great scenery through rural Kansas. I hope all of you can attend.

This year, they will offer a buffet of fried chicken, beef brisket, scalloped potatoes, salad, rolls and a drink (coffee or iced tea), plus a ice cream cup for attendees. The price for the buffet is \$13 per person including the gratuity.

The feast will start at 11:30AM. Please plan to be at the restaurant between 11:00 and 11:30.

We will be meeting up with the Kansas City MG club and will caravan together or you can go solo if you like. See Steve Olson's "OLPE CHICKEN RUN DRIVE" article below for the caravan meeting place and time.

OLPE CHICKEN RUN DRIVE

By Steve Olson

Saturday, April 14 is the annual drive to the big city of Olpe, Kansas hosted by the Wichita British Car Club and again they have invited other clubs to join them. From the Kansas City area I know both the Kansas City MG Car Club and the Kansas City Triumphs are planning to join the fun as well as others. Each club will probably send out an Evite and coordinate the results of that so that the Chicken House prepares the right amount of food for the buffet. If you should get invitations from more than one source please reply yes to only one.

This year I have agreed to lead a caravan starting from the McDonalds in Gardner, Kansas near Interstate 35 and exit 210. The actual street address is 26240 West 174th Street and I am sure your GPS can find it. It is in the north west quadrant of the intersection between I35 and US Highway 56. We will depart at 08:30 AM if everyone is ready. If not, I will depart anyway. Our first pit stop is Burlingame about 60 miles and just over an hour away. We will be stopping at the Caseys. They have 2 fuel pumps and the Mens and Ladies rooms are each single servers. Expect a queue so manage your fuel gauge and bladder accordingly. And since we are using facilities provided by this business, consider buying something. A beverage or perhaps that pastry that is calling your name.

The speed limit is 60 mph most of the way. As we pass through small towns the limit drops. Out of respect for others and to avoid accidents or speeding tickets we will obey these limits. Our route seems completely fool proof. We will travel just two highways, US 56 and Kansas 99. Bringing a map, either paper or digital, is a good idea just in case. US 56 follows the Santa Fe Trail. If you get to Santa Fe you have gone too far. If you find the prairie landscape a bit boring try counting the number of bears or covered wagons or turkeys or hawks or military vehicles. Counting tractors would be too difficult. The first good opportunity to get off course comes just as we depart the western side of Gardner. Hwy 56 veers left at a Y without any signage that I saw. I will wait at the side of the road just beyond that Y to regroup knowing that stoplights and traffic will have scattered our group. At our only turn onto Kansas 99 the sign I saw points to the right showing 99 North. We turn left and take the road south which is 99. This confusing signage has been that way for several years that I know of so I don't expect it to be corrected anytime soon. And then in the city of Emporia Hwy 99 jogs left at 12th St. but just for a short block before turning right on Commercial. The busy RR tracks at the south end of town often give us pause. When 99 swings back to the East we are in Olpe and the Chicken House is on our left. The trip is around 110 miles. Getting home is on your own. Hopping on Interstate 35 at Emporia is the quickest or you could backtrack or explore your own route. Rumor is there are antique shops in Emporia that have good junk.

The main attraction is not the drive on two lane scenic roads or the good country cooking. We make this trip to enjoy the friendship of other British car nuts from throughout the region. We should arrive in plenty of time to kick a few tires, swap a few stories, share a few handshakes and hugs before we eat and repeat those things again after. I hope you can join us.



2018 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.

Spitfire Trunk

By Roger Elliott

The Spitfire trunk, probably like many Triumph trunks, does not look very finished as done by the factory.

This is how it was equipped from the factory. It had a black panel covering the gas tank, a Hardura mat on the floor and a spare tire cover.



There are several routes people have taken. Some make their own trunk liners out of plastic or hard board and paint or carpet. I have considered, for some time, making my own panels for the sides out of plastic or hardboard. I even made a template at one point. But, I never got past the planning stage.

Also, there are some commercial options available. Victoria British carries a five-piece kit made of ABS.

Spitfire Options (spitfireoptions.com) is a small company – perhaps one man - that makes several unique products for Spitfires. One of the items is a trunk liner kit that has three panels and is carpeted. That kit is what my wife purchased for me. As pictured on the website it is supplied with three hard pockets attached to the gas tank panel. (As a note, the spare tire cover does not come with the kit).



I asked if the kit could be supplied with soft pockets instead of the hard pockets to save space. He agreed that it could and pro-

vided three hook-and-loop net pockets that can be positioned anyplace on the new fabric panels – or not used at all. The kit as we ordered it included two side panels, the gas tank panel with two lights installed, three net pockets, some screws and butt connectors for the lights.

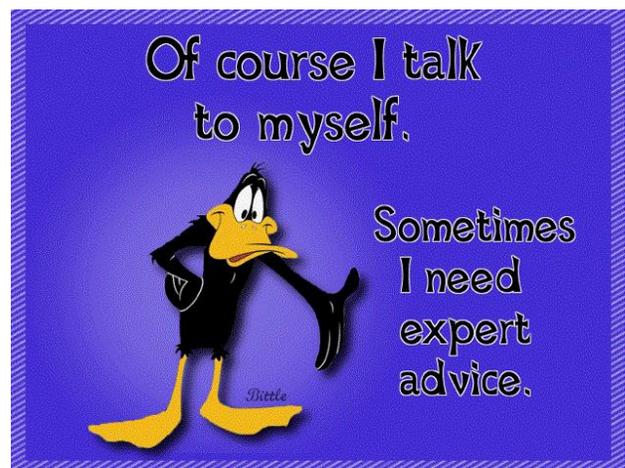
The kit was easy to install and makes a big difference in the appearance of the trunk. It looks even better after I cleaned the spare tire cover. I am very happy with the design and the quality of the kit.



Kauffman Stadium Classic Car Show

By Sam Taylor

Last year during the Royals' season I went to the Classic Car Show at Kauffman Stadium with my 1974 TR-6. The package included a certificate of participation, a t-shirt, a credit-card size medal keepsake with "Cruise to The K, Royals, 2017" printed on it and a ticket to the game—all for \$40.00. The seat was in the upper level behind home plate. The top 10 cars are selected by popular vote and get to drive into the stadium and around the warning track before the game begins. This year the car show is scheduled for August 26th. The Royals will be playing Cleveland. For those who would like to attend perhaps we could meet somewhere that morning and drive in as a group and park together, representing KC Triumph Club.



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Cool and Dark, The Trip, Part 4

By Jeffery N. Givens

This is the conclusion of Cool and Dark, The Trip. I believe that I left you all “hanging” in Part 3 with the “Good friends, an outdoor grill, steaks, whiskey, port & cigars with the slight aroma of gasoline, oil, and grease in the background, as my old TR marked its territory for the evening” in Sparta, North Carolina. This just adds to the “patina” of the trip overall, and a day or so to perform some maintenance checks. All is better with friends and steak of course! Some of you, I am certain, just cannot wait for me to stop writing about this “riveting tale of travel” and so it will be.

After performing some morning last minute maintenance checks (fluid checks, battery cables, coolant hoses, giving the car a good shake, etc), I started the engine, let it warm a bit, and watched as my impressively “accurate” gauges and instruments begin to settle into their version of “normal”. It was 0830 hrs. 25 August 2017 when I departed Sparta, North Carolina in my Signal Red 1959 Triumph TR3a, enroute to Leavenworth, Kansas. The outside temperature was 60 degrees with partly cloudy skies, no rain in the forecast, and a clear path towards Asheville, North Carolina on the last leg of the Blue Ridge Parkway. I had to exit onto a dirt/gravel packed road for several miles to get back on the Parkway, but that slight detour was well worth the effort. The hills were steeper, the curves were tighter, the road narrower, the bridges and scenic overlooks were impressive, and the view from my open cockpit was just breathtaking.

The Blue Ridge Parkway has a speed limit of 45 MPH, and it is a very wide two-lane blacktop in almost all areas. But, 45 MPH is just a bit too slow for the TR and me, so I step it up to 55 MPH, just like everyone else on the Parkway. Of course, I am wearing my black leather jacket, silk scarf, string back leather driving gloves, KC Triumphs hat, and those cool sunglasses. An absolute throwback to the 50’s and 60’s, and everybody is waving. Not at me of course, but the TR!

Passing through the outskirts of Whitehead, Glendale Springs, Fleetwood, Boone, Blowing Rock, Sugar Mountain, and a host of other small villages and towns, the Parkway starts to get “crowded”. By the time I reach the outskirts of Little Switzerland, my 55 MPH road speed has been reduced to 8 MPH with long lines of traffic and “scenic gawkers”. With heavy heart, I depart the Blue Ridge Parkway at Spruce Pine and have to back track a bit north to get on a “heading west” road. I finally get on Hwy 19E that heads west (interestingly) and over a series of mountains that make up the lower end of the Appalachians. A very fine, and very crooked road with light traffic, and plenty of places to pass. The TR was certainly in its element moving at a rapid clip with plenty of raucous exhaust note, as I moved through the gears and overdrive at a fairly constant rate. And then it happened! I was at a stop sign in Bluff City, Tennessee, and if I turned left the road would take me to and thru Johnson City, but if I turned right ---- the road would take me to Bristol, Tennessee!! Those of you who are NASCAR fans recognize the name, as it is home to the Bristol Motor Speedway, one of the most famous stock car tracks in the country. I just had to go and see the track and it was only 40 miles out of my way!

So there I was, outside of the track, the TR positioned for the photo op, and I could not get my phone camera to work. As a matter of fact, the phone was completely dead! A passerby volunteered to take the pictures and then send them to me. Several folks took pictures, lots of TR “show and tell” (you remember – open the hood, close the hood, open the trunk close the trunk, open the door close the door, etc) that took over an hour. I had

to go! Nobody sent me any pictures, and it has been six months. I will just have to go again I suppose.

At this point in my trip, I had been gone for quite some time and my wife Micki had put up with my absence for about as long as she could. So, with my paper map in hand, still dead cell phone, I jumped onto Interstate 81 south, and hit I-40 west just outside of Knoxville, TN. My road speed jumped up to a steady 80 MPH in overdrive, and I was almost passing everything in sight. By 8:00 PM I was just north of Nashville on I-24 north, and stayed the evening in Clarksville, very close to Fort Campbell, Kentucky. It was an uneventful evening, and by 0430 AM I was up, had some coffee, performed my maintenance checks on the TR, and by 0530 AM, was on the road. By noon, I was on the outskirts of St. Louis, had lunch, gassed up the TR, and hit the road again. By 6:00 PM, I was back at home, put the TR away, unpacked a few things, had a light dinner, and went to bed.

All good driving adventures must come to an end eventually. Some trips end by getting to the planned destination on time, and other trips end on the back end of a tow truck! Lucky for me my high mileage 1959 TR3a made it all the way back to Leavenworth, Kansas without incident. Total mileage for this short trip to the VTR convention came to approximately 2,251 miles.

A fun trip for me, and the TR overall, while mixing business with pleasure in the Cool and Dark!

Keep Em On The Road!!



Submitted by Ben Rust: 1957 TR-3 that has been sitting in the barn since 1963.

Drive Your Triumph Day (and try not to freeze)

By Warren Wood

It was a cold and gray day, that Saturday morning, February 10, when eleven hardy TR Club members donned their parkas, fired up their Triumphs and headed over to the Victoria British headquarters in Lenexa for a frigid photo shoot. The occasion was “Drive Your Triumph Day” marking the birthday of Sir John Black. Sir John, born on Feb. 10, 1895, was the impetus behind the TR2 and is known in Triumph circles as the man most responsible for the postwar success of the Triumph marque.

A relatively recent tradition, begun three years ago, is for Triumph owners all over the world to take their cars out of winter hibernation, drive them around a bit for all to see, take a picture of them in an interesting venue, and send in their photos for publication by “The Vintage Triumph” magazine. Member Paul McBride began our club’s participation in this event last year with a picture of him standing next to his ’57 TR3 at a local Hi-Vee gas station. (It wasn’t as cold a year ago last February.)

Better advance publication of the event this year resulted in more members getting involved despite a bitter 15 degree temperature and a 1 degree wind chill. As Johnny Carson used to

say, “It was sooo cold...” that when we tried to sign the photographer’s release for our photos, the ink froze up in the pen!

Following our photographer’s direction, we lined up our TRs under the Victoria British sign on the VB building east of Lackman Road on 107th Street. We stood shivering impatiently while a couple of pictures were snapped, and then jumped in our cars and headed off for warm garages.

Those participating in the photo op at Victoria British included: Chip Kigar (’80 Spitfire), Paul McBride (’57 TR3), Steve Carver (’76 Spitfire), Bob Haefner (’78 Spitfire), Warren Wood (’72 TR6), Steve Peak (’66 TR4A IRS), Craig Simon (’68 TR5 PI), Steve Olson (’80 TR8), Mark McCracken (’75 TR6), Steve Vehlewald (’80 Spitfire) and Chris Crouch (’70 GT6). Two other members also got involved, though not at the VB venue. They were: Jeff Taylor (’67 TR4A) and Keith Jordan (’57 TR3, partially disassembled in his garage). Finally, Steve Vehlewald got a second TR included in the festivities, photographing his grandson, Avery, “piloting” Steve’s ’73 TR6 in the garage. To see all 188 “Drive Your Triumph Day” photos from around the world, go to: <https://driveyourtriumphday.shutterfly.com/pictures/8> . Lots of very interesting pictures and scenery. The KC Triumphs Club cars are found at photo numbers 65, 89, 93 and 164.

Mark your calendars to do it again in even greater numbers on Feb. 10, 2019. Here’s hoping it won’t be so darned cold!



Eleven Club members at Victoria British



Jeff Taylor (’67 TR4A)



Keith Jordan (’57 TR3)



Steve Vehlewald (’73 TR6 “piloted by” his grandson, Avery Vehlewald)

Time for a Rebuild

By Ed Curry

This being my 7th Triumph needing some degree of TLC, I've mastered many new skills. But each car is unique in its challenges and so I continue to learn with every project.

On this car, despite extensive panel work and a high end refinish, I was not happy with panel gaps. Door gap issues are common on TR6's...narrow at the bottom and wide on top. After trying various shims at all frame mounting points, I realized that the most rear mounting points under the back of the trunk have the greatest effect on door gaps. Then onto hood alignment: There are 12 bolts at the front hinges and 8 for the latch and locating pins at the back. That's 20 variables affecting hood alignment. Too tight at one dimension will cause paint chipping, too loose causes noticeable gaps. My trick was to elongate mounting holes on the hinges thereby gaining a quarter of an inch at the bulkhead. All it takes is weeks of time and infinite patience to get it right.

Wheel alignment is similarly excruciating. Although not very accurate, the basic DIY string trick will yield an order of magnitude alignment. With the body on and no lift, making adjustments isn't fun. After several rounds of wrenching shims in and out I decided it's just sufficient to drive to a shop for a real alignment!

Windshield and frame unit are prepped including a new chrome accent strip. I've delayed putting this on the car as it's easier to reach from the dash to the firewall for component installation without the windshield in the way.



Reinstalling the wiring harness was not as intimidating as it first appeared. With the harness all balled-up in a box it looked like Mission Impossible. Once strung-out in the car, things quickly fell into place. I had the foresight to label most of the dash connections which helped a great deal. True test on startup is a check for "Lucas White Smoke". This seemed like a logical point to install lighting. To have all lights and signals working would be a rare treat. Head light buckets require creativity as one mounting point is inaccessible from behind. It's hard to

understand the time and effort a restoration requires until you have tried to rewire and replace bulbs for TR6 license plate lights. A sane person would never waste so much time on such an insignificant detail.



Steering column installation took lots of time. In addition to bolts and brackets, there are many rubber and felt pieces that deaden road vibration to the steering wheel. Once it was all in place it turned beautifully to the left but jammed to the right. Fearing the worst, I checked every connection from the rack on back. I eventually realized the jam was at the key lock. Duh! Only 1974 and later cars have the steering column key lock feature.

Bumpers were a huge problem on disassembly. I thought after every part was cleaned, reshaped and all bolts replaced that reassembly would be a breeze. But again, bolt mounting points are inaccessible and nothing seems to lineup with restored body panels. Oh well, lots more time and patience needed. Stay tuned!

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TRIUMPH OVER TAX

WEDGE WORDS

By Steve Olson

Several years ago my TR8 made a slight clunking noise somewhere in the right front wheel area. We were driving in the mountains somewhere in Colorado. So I found a parking lot with a curb I could get a wheel up onto and crawled under the car



while my navigator rocked the steering wheel back and forth. I could just hear the clunk but could not feel any slack in any of the joints. So I used what tools I had with me to tighten what bolts I could reach and decided to continue driving. Every few years I would get curious about the source of the clunk and try again to locate it without any real success. Then a few weeks back I jacked up the wheel and used a pry bar to check the lower ball joint. Then I went to Victoria British and bought a pair of ball joints which were conveniently on sale.

The front suspension on the Wedge cars is totally unlike other TR's. The sway bar also forms the trailing link and the lower control arm is more I shaped than an "A" arm. A McPherson strut above provides the spring and the shock. It seems quite efficient to me. It took a while to remove the sway bar and then separate the tapered top of the ball joint from the swivel hub but no nuclear weapons or blood sacrifices were needed. After removing the snap ring securing the ball joint to the lower control arm I attempted to press it out. Since I don't have a press or even a vice large enough I resorted to using my watch repair hammer. Several sharp blows failed to budge the thing. I looked at the new ball joint and noted that it was knurled to make sure it would fit snugly and not twist. That and likely some rust were more than I could shift.

So off to the machine shop where they can apply a hydraulic press and if necessary a bit of warmth from a torch. Or maybe they just have a hammer bigger than my sledge. With any luck the clunk will be gone once I reinstall all I took apart.

So Where Do I Pick Up My Vicky Brit Parts Now?

By Warren Wood

I like to put my hands on a new part before I put my purchase money on the checkout counter. We are fortunate to have one of the big parts suppliers for our Little British Cars, Victoria British, here in the KC metro area. We can drive right up to the Vicky Brit front door, ask Bob behind the counter for a desired part, and, in most cases, have it in our hands in no time. And it's great not to have to pay shipping costs. (Of course I am not factoring the cost of gas and my travel time into this equation.)

Last fall we were notified that the Vicky Brit "City Counter" would be moving to a new building at 17301 W. 113th Street in Lenexa, a bit southwest of its then current location at 14600 W. 107th Street. Recently I attempted a dry run to the new place just to see if I could find it. I wanted to buy a part for my TR6, too. At the time of my exploration, the website Google Maps wasn't much help because the building was too new to be on the map, and I don't have a GPS, so I was on my own.

Knowing generally that the place was near the intersection of 113th and Renner, I deduced that it was on the south side of the street and somewhere west of Renner, but I couldn't find any signage for "Victoria British." Going west on 113th didn't get me far enough for a 17301 address because the street suddenly curved to the north leaving no more 113th Street. I did notice, however, that the big new building extending to the west and beyond the curve bore the name "LMC Truck" meaning it was affiliated with the Long Motor Corporation, Vicky Brit's parent company. Found it!



Above is a photo of your view at the curve northbound off of 113th as you head into the parking lot for LMC Truck. The second photo below shows the entry into LMC Truck in the northwest corner of the complex. Below the "LMC Truck" sign is a single door going into the City Counter. But no "Victoria British" sign anywhere to be found.



I asked the folks behind the counter what the plans are for a VB sign to confirm to customers that they were in the right spot. No one seemed to know. Is management concerned that the American truck restorers patronizing LMC Truck will be put off by a "British" sign? I hope this omission doesn't bode ill for the future of Victoria British!

2018 Calendar of Events

January, 2018

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

February, 2018

1st, Club Night Out, Birdies 6:00 PM
8th, Plan Triumph Club Anniversary Party --Steve Peak
10th, Drive Your TR Day (Sir John Black's BD)
20th, Officers meeting, 6:00 PM Birdies

March, 2018

1st, Club Night Out, Birdies 6:00 PM
20th, Officers meeting, 6:00 PM Birdies

April, 2018

5th, Club Night Out, Birdies 6:00 PM
7th, Spring Tune Up Steve Vehlewald Garage
14th, Ople, KS Chicken run
17th, Officers Meeting, 6:00 Birdies
19-22nd, VTR South Central Regional, Lake Conroe, TX
21st, Wamego Tulip Festival (22nd rain date), Chip Kigar
28th, Jeff Givens Garage tour

May, 2018

3rd, Club Night Out, Birdies 6:00 PM
5th, Shawnee Mission West Band Car Show
12th, Lexington, MO Drive & Tour, KC MG Club
15th, Officers meeting, 6:00 PM Birdies
28th-June 3rd, British Car Week

June, 2018

3rd, Picnic SM Park, Drive British Car week ends
7th, Club Night Out, Birdies 6:00 PM
8-10th, GOMBC All British, Carthage, MO
19th, Officers meeting, 6:00 PM Birdies
22nd, Holy-Field Winery, 6:00 PM, Paul McBride

July, 2018

5th, Club Night Out, Birdies 6:00 PM
17th, Officers meeting, 6:00 PM Birdies
17-21st, VTR National Convention LaCrosse, WI

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

August, 2018

2nd, Club Night Out, Birdies 6:00 PM
19th, KC Market Car Show, Warren Wood
21st, Officers meeting, 6:00 PM Birdies
26th, Kauffman Stadium Car Show, Sam Taylor?

September, 2018

2nd, Heartland All British Meet
6th, Club Night Out, Birdies 6:00 PM
8th,?? Brits in the Ozarks, Fayetteville, AR
18th, Officers meeting, 6:00 PM Birdies
22nd, Triumph Club 40th Anniversary Party
27-30th, Triumphest 2018, Sacramento, CA

October, 2018

4th, Club Night Out, Birdies 6:00 PM
7th, Lawrence British Car Show
12-14th, Lake Garnett Car Show
16th, Officers meeting, 6:00 PM Birdies
20th, Antique Run West Bottoms-Chip Kigar

November, 2018

1st, Club Night Out, Birdies 6:00 PM
10th, Chili Supper -Larry Taylor Home
20th, Officers meeting, 6:00 PM Birdies

December, 2018

6th, Triumph Club Holiday Party
18th, Officers meeting, 6:00 PM Birdies

January, 2019

3rd, Club Night Out, Birdies 6:00 PM
15th, Officers meeting, 6:00 PM Birdies
19th Annual Planning Dinner

February, 2019

7th, Club Night Out, Birdies 6:00 PM
10th, Drive Your TR Day (Sir John Black's BD)
19th, Officers meeting, 6:00 PM Birdies

Revised : 4-2-2018

More Club Events for 2018

By Ed Curry

At the January annual Planning Meeting several great event suggestions were expressed. All have merit and should appeal to a group of club members. All we need is an event sponsor, someone to step up and organize and plan any of these events. If you have an interest in one of these events please contact any board member.

The list includes: (* indicates the event has been scheduled and we have a volunteer lead)

Weston, MO Car Show-monthly
 Leavenworth Art Show-Prisoner Art
 Cars & Coffee Downtown Lawrence, KS
 World War I Museum
 * Holy-Field Winery in Basehor, KS, June 22nd, Paul McBride
 Crooked Post Winery-Ozawkie, KS
 Emporia, KS Downtown Tour
 Armacost Museum- Grandview, MO
 Topeka, KS Old Town
 McPherson, KS College Car Show- May 5th, 2018
 Ottawa, KS BBQ
 Harley Davidson Museum
 Museum of American Speed, Lincoln, NE
 Amelia Earhart Festival Atchison, KS, July 20 & 21 KCMGC
 SLIM (Sping Lark In May) Run, May 5, KCMGC
 Drive in Movie Night
 Combat Air Museum-Topeka
 *City Market-Art of the Machine Car Series, Aug 19th, Warren Wood

Otherwise, if there is an event that you plan on attending please invite other club members. No telling who's LBC may be running on any given weekend and would like to come along. It's always reassuring to have a repair buddy somewhere down the road! Just post a note on our g-mail or better yet send an evite. Evites are easy and it helps confirm who may be traveling along. Check with a board member for a distribution list and help with an evite.



Rodger Suchman, 1961 TR-3 (project car), 1974 TR-6

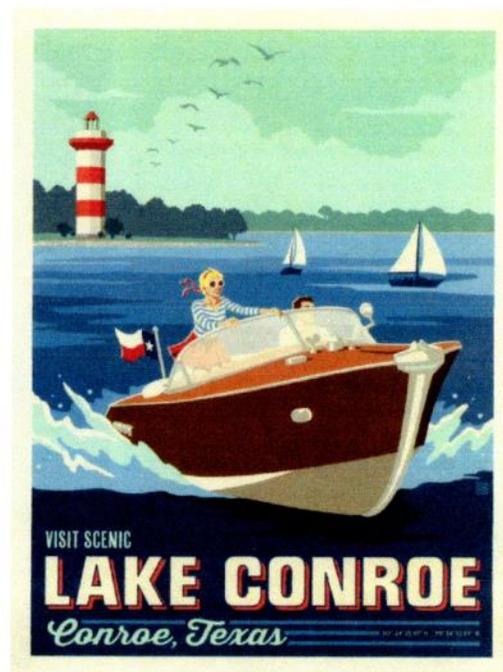


VTR SOUTH CENTRAL REGIONALS
LAKE CONROE
TEXAS

The Texas Triumph Register invites you to join us by the lakeshore at the 2018 Vintage Triumph Register South Central Regionals

On April 19 – 22, 2018, this year's event will be held at the beautiful, lakeside La Torretta Report and Spa, offering such amenities as onsite restaurants, private beach, adult and children's pools, lazy river, tennis courts, golf course, fitness center and spa. Plan on traveling the backroads of the Lake Conroe area as we visit unique sights and venues, and run the Gimmick Rally. Get your car polished up and ready for the Concours, try the challenge of the Funkhana, and grab your

helmet as we run the Autocross. Catch up and enjoy some fun with your fellow Triumph lovers and friends at the Welcome Reception, breakfast run and dinner drives. Our event ends with the Awards Banquet, overlooking Lake Conroe.



Reserve your rooms before they're gone, by visiting the La Torretta website:

<https://aws.passkey.com/gt/213249224?gtid=886489001b036f55b1bbbcfb340861d>

Register for the Regionals at:
www.texas triumphregister.org

Lexington, MO Drive & Tour

Invitation from the KC MG Car Club

After routing the Union forces in the Battle of Wilson's Creek, near Springfield, MO, Major General Sterling Price started his march toward Lexington, which at the time was Missouri's fifth largest town, and a major hemp-growing and rope-manufacturing center. It was also the home of three colleges. By September 10, 1861, Price's army had grown to over 10,000 men, and they had encircled the Union forces huddled in one of the colleges. By the end of the third day, Price's army had won a convincing victory, and had captured five artillery pieces, 3,000 rifles, and 750 horses. Although Lexington eventually fell under control of Union forces again, this was considered to be a major victory for the South, and Price was hailed throughout the South as a hero.

At 9:00 am, on Saturday, May 12, we will gather up at McDonald's, 16235 E. Hwy 24 - Just east of Hwy 291. There is a large parking lot west of the building.

From there, we will caravan east on Hwy 24, through Buckner, until it intersects with Hwy 224. [Note: Buckner has a reputation as a "speed trap", so we need to watch our speed closely]. We will stop for a few minutes at the WWI memorial. Then, Hwy 224 will lead us right into Lexington. We will drive directly to the historic site, where we've been promised plenty of parking. There will be no charge for our group for the museum, or for the Anderson House (which at the time of the battle was a hospital that changed hands three times in one day during the battle). They will also have re-enactors present for us that day.

We'll caravan from the historic site to the parking lot for two restaurants - where each person will be responsible for his/her own lunch. Following lunch, you will have the opportunity to tour an authentic 1840's house, completely decorated and furnished as it would have been then. This is the home of one of our members, Byron Nicodemus, who has generously given of his time in planning the event, and has offered his home for this tour. We ask everyone to be respectful of the many artifacts throughout the home, as many of them would be irreplaceable.

After the tour, everyone is on their own for the return trip home. Byron is going to provide some suggestions for stops along the way, and other interesting sites to visit around Lexington - such as the Confederate cemetery in Higginsville, and the self-guided tour of the Lexington Battlefield.

So, air up the tires, dust off the windshield, and let's enjoy this early-season drive along the Missouri River, and maybe learn a little history about our beautiful State of Missouri.

TR-6 Parts For Sale or Free

Past member Brad Baumgart is selling his house and came across many TR6 parts that he is willing to sell or give away for free. Items he has are a bra, Tourneau cover, a good set of instrument gauges that have been refurbished (probably will sell them), air cleaners, velocity stacks and other odds and ends. If you are interested please call him at [913-707-9910](tel:913-707-9910).





HOLY-FIELD Vineyard & Winery

18807 158th Street
 Basehor, Kansas 66007
 913-724-WINE (9463)

- Events
- Dinner Theatre
- Octoberfest
- Special Events
- Home

2018 Summer Time Music Series

Join us at Holy-Field Winery for the 16th annual edition of the Summer Time Music Series! More wonderful entertainment and great food are on tap this summer in our relaxing outdoor venue. David Basse of City Light Entertainment has arranged another fantastic lineup of talented local Jazz musicians for this years schedule, so come early and stay late!

We hope you'll join us at Holy-Field again this year for this annual tradition! So plan ahead and join us for another great summer of entertainment at Holy-Field Winery! The dates and schedule are set:



- May 20 (Sun) 1:00 - 5:00 pm: Mayfest - Music by "Trashmouth" Baker
- May 25 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Alex Abramovitz
- June 1 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Leveetown
- June 8 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by MGD
- June 15 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by KC Aces
- ✓ June 22 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Billy Ebeling and the Late for Dinner Band
- June 29 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Allied Saints
- July 6 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by David Basse
- July 13 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Rougher All Stars
- July 20 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by Steamboat Bandits
- July 27 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by The Nacc Brothers
- August 3 (Fri) 6:30 - 9:30 pm: Summertime Music Event - Music by The Crumpletons

Cover charge of \$7.00 per person paid at the door. Children under 12 years of age admitted free.

Food will be available and wine sold by the bottle from the tasting room. No outside alcohol allowed.



40th Anniversary Update & Requests

By Steve & Kim Peak

September 22nd is the date for our 40th Anniversary celebration. We are still gathering pictures to add to the current sets. The biggest need is from the last 10 years, this is what we are currently working on.

Kim and I are working on the following.

- Scanning and gathering pictures.
- Looking into a light weight windbreaker jacket.
- Finalizing the dinner menu.
- Looking into and pricing a picture book.

Kim Simon is working on gathering information about other picture book resources. She is also looking into souvenir candies.

Craig Simon is working on getting giveaways and/or door prizes.

Kenny and Marie Wymore are working on a celebration cake for about 75 people. This would be a decorative cake and cake sheets.

Carol Olson is looking into a basket giveaway.

Gary Davis and I are going to continue working on pictures and adding more old slides. We are also looking to redesign the window decal.

The following are still needed.

- More giveaway items. If you are good at soliciting these or know someone, please let me know.
- Someone to take the pictures that we gather and put them to slideshow and onto a DVD to be distributed.
- We would also like to organize a photo shoot for the 40th Anniversary by forming a "40" arrangement of our Triumphs.
- We are looking for your "glamor" shots. We want your favorite picture of your car or cars. Please send them to Redgss1@gmail.com with your name and car information.
- We also need pictures from the last decade. We need pictures of activities since 2008. We are building on our current picture sets from our first 30 years. If you have some that you would like to contribute, let us know. We can get a CD or USB drive if you have many to contribute. Or, if you have just a few, you can send them to the email address above.
- We also have the ability to scan printed pictures if you do not have them digitally, just let us know.

If you have any other additional ideas or want to help please let me know. Thank you for your support.

"Keep'em On The Road"®

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TR2, TR3, TR4, TR4A, TR250, TR6, TR7, TR8, GT6, Spitfire



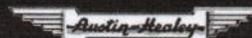
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SUNBEAM



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!

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

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