



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 42—Number 6 December 2020



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Director's Drippings

By Steve Vehlewald, Director



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This will be the year that no one will forget, and it will be remembered as the year of “cancelled”. We began the year with great promise, a full schedule of events was set during the planning meeting at Larry Taylor’s house. Roll forward two months and we were cancelling those events and club night out because everything was locked down.

By summer we found a way to meet safely outdoors at Pegah’s, which was nice as long as it was warm, but in November we are not able to meet with the cold weather. We had hopes for the end of year Holiday dinner, but we were dejected in late October when the infection numbers started to climb. Out of caution we cancelled this meeting too.

Since we are not able to meet for the Holiday Dinner we are changing up some of the things we are required to do that we cannot get done in person. The annual officers election, that was changed to coincide with the Holiday Dinner, will be done online this year. Look for an e-mail on December 1 to vote for the slate of officers up for election to the club board. The election will be accomplished via a survey monkey and the votes are due back by December 8th at 11:59 PM. Please take the time to vote.

The annual planning meeting normally in January will not be an in-person event. We are working on a plan for a zoom meeting with a possible theme. Watch for announcements in December for the January 16, 2021 planning meeting.

The board elected to suspend the dues, for one year, for 2021 to current 2020 members. Rest assured the Club is on solid financial ground, and even without collecting dues for 2021 the club will still have a budget surplus. The club does not need to carry a large surplus and this way all members will benefit.

Well, this is a fitting way to end the year, my battery on the Spitfire is dead, probably from not driving it enough. What an appropriate end to a crazy year!

Cover Shot

Matt Jenkinson and son Ethan lean into Corkscrew Turn at Lake Garnett Grand Pix Revival.

Photo by Mark Morgan—St Louis Exhaust Notes

UPCOMING EVENTS

1/16 Zoom Annual Planning Meeting

2/10 Drive Your Triumph Day

MOSS TO ACQUIRE VICTORIA BRITISH

PRESS RELEASE: NOVEMBER 20, 2020

After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors Ltd. to carry on the tradition of supplying car parts and accessories for British car owners around the world.

President of Victoria British, Becky Hanrahan said, *“It was not a decision that we made lightly. We were Victoria British before we were LMC Truck, but we know we have not been giving the British market the attention it deserves. We feel our customers would be better served by a company whose primary focus is the British car market.”*

Victoria British has for many years been a key resource for British sports car owners and their mission to “Keep’em On The Road®”. The Moss Motors acquisition of Victoria British is aimed at maintaining the same spirit of supporting the British sports car industry and community.

“As a long-standing name in the British sports car community, we recognize the rich history of Victoria British and will do our best to carry on their legacy,” said Ed Moss, President, Moss Motors. *“It’s an exciting chapter for Moss Motors and we look forward to bringing together the best traditions of both companies to continue serving the industry by supporting car owners, restoration businesses and British sports car enthusiasts alike.”*

In the coming weeks, both companies will be posting news and reaching out to customers, suppliers, and other contacts regarding the details of the transition.

Member Reaction to VB Take-Over

Kenny Wymore - I am hoping they keep a KC presence so we have a local parts counter. This gives Moss a central distribution hub if they choose to go that route.

When they had the Kastner Cup at Heartland Park, Topeka KS in 2010, we went out to watch one day and there was a Victoria British rep there. I told him I was having a hard time finding a specific Spitfire part and he took my info and got back to me a week later with the matching part from an Austin Healey catalog. I really appreciated the level of effort he put in to assist me. This was before they moved to the current location and it seemed they had more staff



back then who were familiar with the British cars.

Unfortunately, I’ve had parts quality issues from both Victoria British and Moss and tend to buy from TRF more often when I can. It was just nice to have a local place to get bolts and gaskets and stuff like that when you needed it quickly.”

Keith Jordan - Interesting. I’m not sure whether this is good or bad news!

Jeff Givens - I have never done much business with Victoria Brit, despite it being local. I use mostly original parts, and their offerings for the TR3 in that regard are limited. But they seem to do pretty good with the more modern variants of the TR family.

Warren Wood - Most all of us probably have dealt with VB at one time or another. Some may not have had the best experience as they would have liked. Still, the company has had a pretty big presence in our hobby for years.

Ron Ray - My friend, Jeff Deutch, provided me with a bit more history on Victoria British.

I remember talking with Leo Long at an All British event at the Airport Marriot and he told me he wished he had never started Victoria British and just did the truck business. His ex-wife, Candice, really started it. Leo was supposed to be working for Leonard Glazer at BRP out of Atlas Imports. This was after he had to close down the original Long Motor Co. because he was not paying his employee taxes. He got sued by Lenny for stealing the customer mailing list. I bought a bunch of parts left over from Long Motor Co. when I went to pick them up half of them were gone which put a damper in our relationship. I worked for Leo a few times once with Dick Jobe at Downtown Imports, a repair shop then the first rendition of Long Motor Co., parting out junk British Cars.

VB Take-Over Reactions (Con't)

Warren Wood—The announcement by Vicky Brit, as it is informally known around here at least, added that in the coming weeks, both companies will be posting news and reaching out to customers and others regarding the details of the transition.

Vicky Brit's founder, Leo Long, a former member of the KC Triumphs Club, passed away in 2008, and the business continued to thrive for several years thereafter. However, this latest announcement is not surprising, given that in late 2017, Vicky Brit's headquarters were quietly moved from 107th Street in Lenexa into a big new building southwest of there on 113th Street. But whereas the former HQ building was marked by a very visible "Victoria British" sign emblazoned on the side of the building, the new HQ showed no evidence of Vicky Brit's presence, by way of a sign or anything else. Just some giant letters on the exterior wall proclaiming "LMC Truck."

At the time of that move, I asked the people at the "city desk" inside the new building what the plans were for a VB sign to confirm to customers that they were in the right spot. No one seemed to know. It was then that I realized that our friendly local supplier of parts for our beloved LBCs likely was fading away.

Look for more coverage of this developing story in our next issue.

Drive Your Triumph Day Feb 10th

Message from Rye Livingston, Activities Chairman, Triumph Travelers Sports Car Club

Dear Fellow Triumph Owner,

One thing that has remained constant in this crazy pandemic year, is the pleasure to social distance by taking a drive in your Triumph. So, with that in mind, it's time to plan a social distance activity for Drive Your Triumph Day, February 10, 2021.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 62nd anniversary.

As you may remember a number of years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase

of Triumph after the war, and went on to make the cars we enjoy driving today.

Last year I received about 350 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping we can increase that number this year!

The concept is straightforward. On Wednesday, February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

KC Triumphs will again plan a photo opportunity event on February 10th. Watch for upcoming details.

Covid All Brit Car Show



Which one is the Triumph, MG, Austin Healey or Jaguar?

Lawrence Cruise'N Car Show

By Bob Aguilar

On Sunday October 4th, six Club Members (Bob Aguilar, TR6; Warren Wood, TR6; Gary Davis, TR3; Mark Gillissen, TR6; Steve Olson, MG Midget; and Patrick Murphy, TR6) met at McDonalds at 87th Street Parkway and I-435 in Lenexa to caravan to the Cruise'N Car Show at Broken Arrow Park in Lawrence, KS. The route was west along 87th Street Parkway which turns into 83rd Street through DeSoto, Eudora and then other backroads to Lawrence. Along the way on 83rd Street, Keith Jordan in his TR3 joined us and then passing through DeSoto, Mark Meyer in his TR3 joined us. Lynn & Susan Metzger in their TR3 (who live in Lawrence) joined us at the show. It was a bit chilly in the early afternoon, but the sun was shining and it made for a great top-down drive (for some of us) to and from Lawrence. At the show it warmed up nicely. There were no awards as it was just an opportunity to take a long leisurely drive and show off our cars at the show. The show itself featured Antique cars, Hot Rods and American Muscle cars. We were pretty much the only British cars there, except for one Little Nash Metropolitan.



Lake Garnett 2020

By Russ Sifers

The original Lake Garnett Grand Prix races were first sanctioned by the SCCA in 1959. The course was just a city road around a small town fishing lake an hour south of KC. Legendary cars and drivers raced there alongside locals from the area including KC. It was stopped in 1972 after too many accidents, injuries, and deaths.

Seven years ago, C.B. and Cheryl Harris had a dream of reviving the old days of the fun and excitement of sports cars racing around that lake. We came up with the Lake Garnett Grand Prix Revival. I have participated in all of those revival years.

So if you want to “race” your MG on a historic ghost track with me or take your grandchildren for a run on the old course , run the autocross or just show your car, join us for the Sunday cookout and watch the action. Please join us for a fun weekend at Lake Garnett next October.



Russ Sifers with CB Harris in a prior year. CB is now deceased.



Russ Sifers and Matt Jenkinson starting in the # 1 and 2 pole positions. Tuff competition!



*Gary Davis, Steve Olson and Jeff Givens
TR's in the paddock.*



Mark Meyer's Austin Marina in the Big Boys parking lot.

Lake Garnett Con't

Triumphs on the Track

By the Ed-itor

Triumphs were well represented at this year's Lake Garnett Grand Prix Revival with every variety of TR's and Spitfires lapping the track. Matt Jenkinson ran with both Group V (HVR cars) and Group H (Historic). With only a quick pit stop between heats, he changed-out mechanics...son Ethan for daughter Claire.



Matt Jenkinson with Susan McKenzie's Mini (Lawrence Brit Club) in hot pursuit



Harvey Kinnard (Leawood, KS)



Steve Suss (Collinsville, MO)

Grill Master and Uber Triumph Guy Larry Taylor once again organized a fantastic picnic feed of hotdogs, brats and his outstanding chilly. The track-side MG tent hosted approximately forty MG and Triumph club members during a bright, balmy and perfect day for racing.



Hot Cars Bring Memories Back to Lake Garnett

As reported in Anderson County Review 10/6/20

Race Revival offers a glimpse into history of famed Garnett track, and the cars and drivers of the day

GARNETT – It has been more than six decades since the first race cars roared around Lake Garnett Grand Prix in Kansas, showing the true definition of power



and speed. On October 9-11, 2020, a group of dedicated individuals is once again injecting the lifeblood back into racing at Lake Garnett Raceway by hosting the Lake Garnett Grand Prix Revival. During the seventh-annual Lake Garnett Grand Prix Revival (LGGPR), countless families and car enthusiasts will have the opportunity to witness vintage race cars, classic sports cars, and modern performance automobiles descend on the North Park Lake. The Revival has become one of the premier vintage and sports car events in the region, with a multi-day format that includes high-performance driving displays around the old 2.8 mile race track, the EKAE autocross at the Garnett Municipal Airport, the Hagerty Revival showcase car show in downtown Garnett, and a road tour & cruise. Onlookers will also get the chance to ride around the track in one of 40-different high-performance vehicles during the Charity Rides. The track sessions will be diverse offering interest for all. A multitude of speed-regulated classes will allow drivers of every experience level to get some action behind the wheel of their own classic automobiles. New in 2020 is the Rookie run group, which will al-

low driver's ages 16-17 who possess a valid drivers license to drive the track in their own dedicated class. Rookies will need to be accompanied by a legal guardian age 25+ and the group will be restricted to 60mph. This Rookie run group will give younger drivers with a passion for classic cars the chance to compete without the pressure of some of the more skilled run groups. Heartland Vintage Racing will ensure that everyone gets their fill of historic horsepower.

Onlookers can expect to see vintage Corvettes, Shelby GT's, and Jaguars roaring around the lake, while the more agile Austin Healeys, Lotus Cortinas, and Triumphs carve up the challenging corners. It's an incredible opportunity for automotive and racing fans alike to see cars that more and more are relegated to museums, being driven at speed on a historic race-course. Spectator admission and parking is free, and the LGGPR group encourages families and car enthusiasts of all ages to come to celebrate these marvelous automobiles. For the schedule of events, covid-19 regulations, and more information, visit the website at www.lggpr.org. About the Lake Garnett Grand Prix Revival For one weekend in October of each year, the historic Lake Garnett Raceway comes back to life with the roar of powerful engines and the smell of high-octane fuel. Comprised of nearly 300-acres, the North Lake Park in Garnett, KS, once played host to one of the most popular sports car races in the Midwest. Official auto racing at the facility ended in the 1970s, but some 40-years later, a small group of sports car enthusiasts from the region banded together to celebrate memories of the track and the automobiles that once raced there. In 2014, the first Lake Garnett Grand Prix Revival (LGGPR) was held, comprised of a track event, autocross, car show, and charity rides around the 2.8-mile road course which raise funds for charitable organizations around the area. Since then, the LGGPR has become known as one of the most fan-friendly and reasonably-priced events of its kind to attend, attracting more than 300 cars as well as thousands of participants and spectators.

Member Updates...

Projects, Problems, and Progress

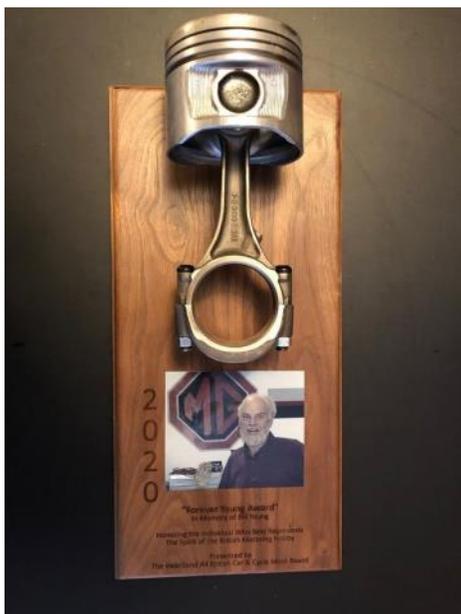
By The Ed-itor

John Shaw - After an extended period of storage, my 1976 TR6 is finally ready to take to the streets just in time for the snow and ice of our Kansas City winter. The car is very original, with just over 10,200 miles. It's had an interesting history having spent time with an east coast collector and now for the second time back to me in Kansas City. Many thanks to Gary with Euro-Asian Motors for the mechanical work...he's been great. Look forward to joining the group's events in 2021.

Larry Taylor was awarded the "Forever Young Award" in memory of Bill Young at last month's Heartland All British Car & Cycle Meet board meeting. The award states "Honoring the individual who best represents the spirit of the British motoring hobby". *And yes; Larry also embodies the lyrics in Bob Dylan's song with the same title.*

William Cunningham - Ok great input from everyone. I have deduced from all of this my 1971 should have TR6 decals on each rear wing and no BL emblems on front wings. So how much grief will I get if put British flag decals on the rear wings verses the TR6 decals. I just like the look of the Union Jack.

Ron Ray reports that Mike Barron, who used to be a club member is selling his TR6. He also has a small mouth TR3 that Rick Torres restored some years ago and I worked on about 10 years ago. I drove the TR6 back then, and it was a real nice car. I doubt it has been driven much in the past 10 years. Mike is a retired school teacher and lives in the Blue Springs area. His contact information should be in old Club directories, which I am sure many of you have saved. Or try <https://www.facebook.com/mike.barron.165>



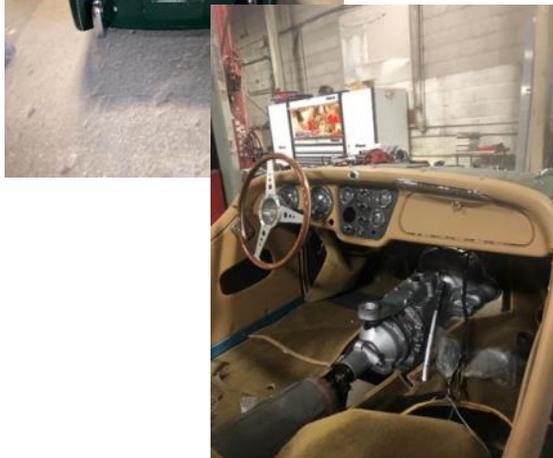
Roger Elliott's excellent article on 'Choosing a Triumph Cruise Control Unit' was featured in the national edition of The Vintage Triumph! Check it out in your copy. If you don't receive this magazine, you need to register for VTR. See details in our TRTimes newsletters.



Pat Fischer reports that at a car show in Colorado last year Roger got some grief about installing a cruise control unit in her 250. We told them they'd obviously never traveled across Kansas on I-70 with its mind-numbing Twilight Zone function. Roger never uses cruise control even in modern cars, and I'm the one who asked for it. He's the perfect problem solver and after-market engineer. The CC was a gift to me.

Member Updates Con't

James Guglielmino - Here is my TR3 project. I just wish someone would tell Dave Handerson to get his butt in gear and finish it. I bought the car as a partly restored project from a delightful man in Santa Fe, NM in 2016. I laughingly remember that I had hoped to be driving it by summer of '17. I thought, since it was in New Mexico that it was a dry country car. NOPE. The owner had been a professor of silver smithing at Syracuse University. The floors had been tacked in and the rockers had been done. There was a chunk missing from the rear end but he included a piece to fill it in. I bought an upgraded TR4 transmission (with OD). Dave rebuilt the engine after inspection revealed that a previous rebuild had not included new wet cylinders but only machining the old ones. We put in 89 mm cylinders. Dave also worked on the head, flow matching the combustion chambers. I decided on roller rockers and was quite amazed to compare the difference in friction between them and the old rockers. The carbs are Mikuni carburetors.



Tom Spornitz - I decided to take my car out for a short drive. The gas gauge showed about a quarter tank so I thought I was good to go. 3 blocks from home and my car quits. Tried to start it and it would fire for a couple of seconds and quit again. I got it home thanks to my son and a tow rope. It turned out I was out of gas. When I got the old sender out of the tank it was beyond repair so I ordered a new one. The inside of the tank was full of rust as well so a new tank was in order. Long story short, I had to modify the new sender to get it to work and the filler neck on the new tank had to be modified to get it to fit and work correctly. Oh, and in the process of all this I thought it would be a good time to refurbish my Weber carb. Never a dull moment with our cars

Keith Jordan - Those of us attending the Lawrence "Cruise-In" talked about a TR6 that had sold for \$60K, more than any of us had heard of. Now, a 1976 TR6 with only 5600 miles and all original, sold on Bring a Trailer for \$75,333.00! *Hey Steve V, same color as yours. Better get busy on that resto. It could be worth big bucks!*



Bruce Collette—I've cleaned up the 40 years of mothballs from my 62 spit. After storing it n raising a family I've gotten her running and cleaned. Slowly putting her back together. Even chromed it up like an old Chevy. Having a great holiday.



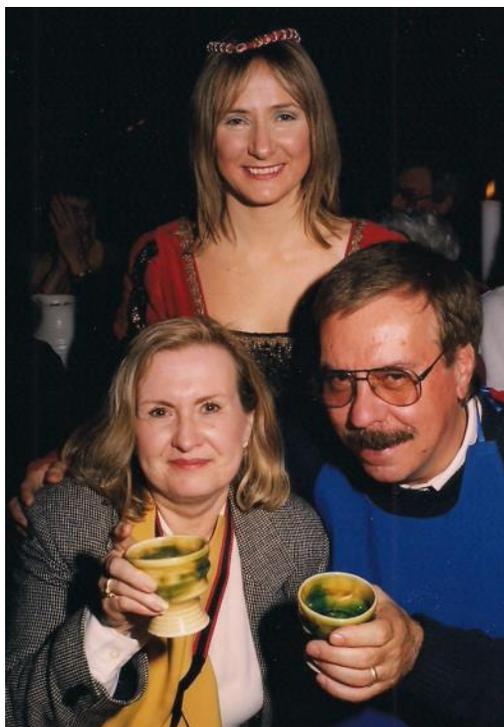
TWENTY YEARS AGO

By Paul McBride, Historian

For many years as the Club Historian, I wrote a "Ten Years Ago" column for the newsletter that seemed to have been well received. Because of our current lack of club activities, I thought it might be interesting to visit the past.

I've selected the years 2000-2001 as they were of particular interest and many of our current members were active then. One of our members inquired then "How do you remember all that stuff?" I replied that I saved the newsletters. And now all of the past newsletters (42 years) have been digitized and are available on our web site. Thanks -Ron Ray! The newsletters from summer 2000 to fall 2001 are the source of my recollections: Volumes 22 & 23.

This was a memorable time for Margaret & I as we celebrated my retirement from a 40-year music career, teaching and performing in the Kansas City area.



Irish Castle Feast (Margaret & I and a lovely wench)

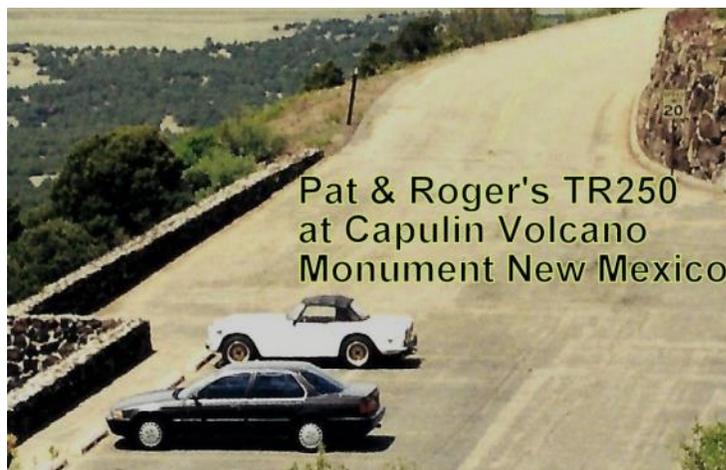
An April 2001 trip to Ireland and England, beautifully designed by club members Alice & Guthrie Carroll (Travel Plus), was a chance to visit our common heritage and the land of Triumphs. We came across a Triumph club tour on the west coast of Ireland. In the car park just yards away from the spectacular precipice of the Cliffs of Mohr were 5 Triumph "razor edge" Saloons and Renowns circa 1948-50.



Car Park "Cliffs of Mohr"

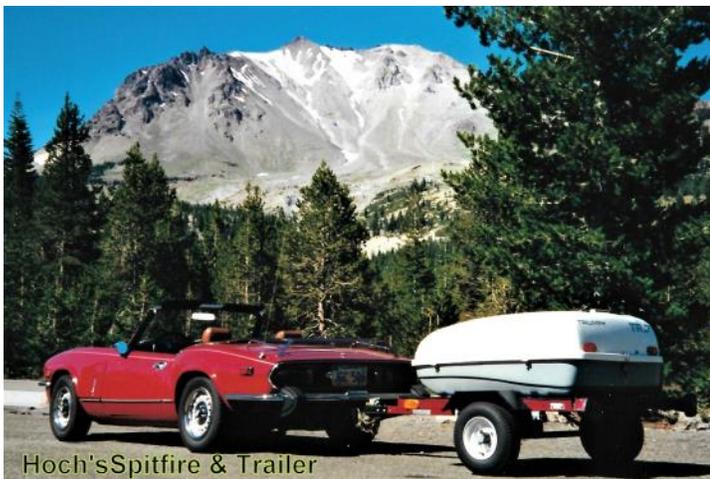
The club officers of 2000 were: Directors-John & Nancy Maas, Asst. Directors-Richard & Ann Woody, Secretary-Treasurer-Karen Lyman, Historian-Paul McBride, Technical Advisor-Gary Davis, and Newsletter Editor Woody Underwood. The Officers changed a bit for 2001 with Richard & Ann becoming Directors and Jeff Givens Assistant. Late in the Year 2000 Woody fell off his ladder onto the concrete driveway while searching for roof leaks and suffered multiple broken bones to an arm and heel. He crawled to the house, called 911 and opened a beer while waiting for help. (Hey, first things first!) Cynthia Yin pinch-hit as newsletter editor and publisher.

Pat Fisher & Roger Elliott drove their TR 250 on a nine-day tour to Santa Fe. Pat wrote up the adventure for the newsletter and described the oppressive heat, shopping in Santa Fe, the Carson National Forest and avoiding the forest fires.

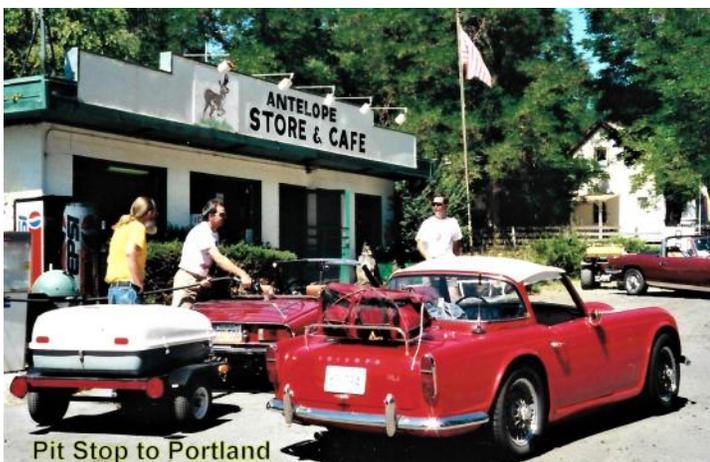


Twenty Years Ago (Con't)

The VTR national meet was in Portland, Oregon the summer of 2000 and Melanie Hoch wrote a description of the August trip with Charlie in their 1974 Spitfire joined by Mark & Vicki Canaday- 1963 TR4 and Kent & Cathy Prather-1971 Stag. After the national convention Charlie & Melanie continued down the coast and back home the southern route while pulling a small trailer (5200 miles)! You can read these two long Triumph trip descriptions in Volume 22: Issues 3 & 5 on the club web site. (Some scrolling and page orientation may be necessary)



Hoch's Spitfire & Trailer



Pit Stop to Portland

Other activities through the years 2000-2001 include a Trip to O'Malley's in Weston, Mo., Roger Hurst's swap meet at his shop, Pre-Tax Tune-up at Tim McCracken's shop, an ARCA race at the Kansas Speedway, a tour of Fort Leavenworth, camping at Arrow Rock and a Roaring River excursion.

The Club Night Out locations varied: Susie's, Max's Auto Diner, Oklahoma Joe's, and Power Plant Brewery in Parkville, The All British Meet was at the airport Marriot and the Triumph tent was the place to be.

The Annual Dinner was at the posh Rembrant Restaurant on Barry Road for the fifth straight year. Choices were sumptuous: 4-ounce filet and 4-ounce chicken breast \$28 or a trio of filet, salmon & chicken \$32 and Chocolate Truffle cake for dessert. We ate well back then. The end of the year Progressive Dinner began at the Lyman's then to the McBride's for the main course and the Davis's for dessert. Richard Woody commented that the guys enjoyed the garage tours the most. He went home and cleaned his.

Members of Kansas City Triumphs THEN & NOW: (25)

Guthrie & Alice Carroll...Gary Davis...Roger Elliott....Pat Fisher

Jeff Givens..... Charlie & Melanie Hoch..... Charles & Pamela Kigar

David & Robin Mackintosh...Bob & Marilyn McBean

Paul & Margaret McBride...Lynn & Susan Metzger...Mark Meyer

Steve & Carol Olsen.....Matt Quesenberry... Michael Robbins

Larry Taylor...Woody Underwood

Put a Triumph in Your Day -Paul McBride



Mark Canaday's Toy Shop

By the Ed Curry

A trip to visit Mark Canaday at A+ Collision is a fun day for those excited by the restoration process of our beloved Little British Cars. Mark specializes in all things British but you will also find other sports and classics there in various stages of revival. On any visit you may see a Cobra, Morgan, Morris Minor, original Mini and Bentley mixed with MGs and Triumphs. In a back garage you might find his own TR7 racer and countless other exotics that one is never quite sure of the ownership. Just ask and a deal is always in the offering. Also spied on a recent visit was a perfect El Camino and a beautifully restored 70's Chevy pickup. Something has to pay the mortgage!

His shop has become the go-to place if you're looking for high quality restoration. There is no compromise in paintwork. Mark always prefers original colors but if you insist on a subtle variation his deep multi-layer spray will be concourse quality.

Never lacking for space in his long warehouse-like building, he has parts squirreled away everywhere. If a body panel requires excessive work, he has a better panel tucked away in the loft. Need a TR3 engine, he has an extra already rebuilt and waiting. Looking for a project Stag, he's ready to sell a roller plus all components needed. Even his own show quality TR4 Surrey Top is on the block for anyone interested. In a recent acquisition he's taken over marketing and production rights for a 5-speed transmission conversion.

Although not convenient, Kansas City Triumph Club members have been making the trip to Topeka quite regularly. Here is a list of cars he has done for our club members in recent years. It is not all inclusive, but is based on personal observation of work in progress or conversations with club members.

TR3A Black	Larry Taylor
TR4A British Racing Green	Steve Peak
TR6 French Blue	Ed Curry
TR3A Old English White	Rodger Suchman
TR3 Signal Red	Keith Jordan
Spitfire 1500 Pure White	Jeff O'Brien
TR3B Metallic White	Guthrie Carroll
GT6 Color? – TBD	Roger Elliott

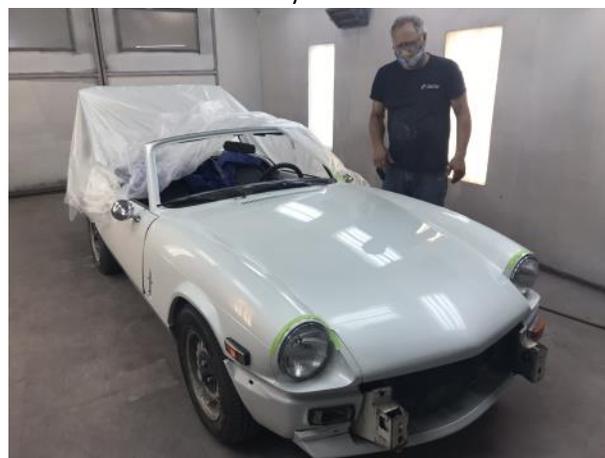
If you're heading west, stop by and explore Mark's toy shop of classics. You won't be disappointed.



Rodger Suchman's TR3A



Ed Curry's TR6



Jeffrey O'Brien's Spitfire



Keith Jordan delivering his car for a re-spray

Mark Canaday Con't



Guthrie Carroll's TR3B



Roger Elliott's GT6



Morris Minor



Big Healy Total Resto



Any one know what this is?



Morgan with Miata engine

Mark Canaday Con't



Mark's TR4 Surrey Top—Looking for buyer

TR4 Almost Done



Shelby Cobra or Fake Snake?

TR3A Total Resto Now Covered in Dust



Any guess at this one?

Bentley Coupe ?

As Luck Would Have It...

The Toll Booth Operator Was a Part Time Mechanic.

By Craig Simon*

Incorrect info from my source in Morocco, (Chief Petty Officer Dink Lindstrom over a beer at Enlisted man's club), lead me to believe 1968 was the last year cars were let into the US with no EPA (Emission) sticker on them. When my TR 5 arrived in Charleston from Morocco, the shipping authority reminded me it was the year 1967 not 1968. I posted a \$1,500 bond and had 90 days to conform my TR 5 to US specs. Upon inspection of my car I found a dent in trunk, a broken mirror and one battery cable ripped off and wrapped around steering column. Since I was in a rush to get out of there, I reattached the cables in the most convenient place, the engine block (my mechanical abilities were still blossoming). Now a knowledgeable mechanic would shake his head at this and warn, "This is Houston calling, tell that boy the battery still isn't grounded. The engine is sitting on rubber motor mounts and he needs to attach it to the chassis. If he leaves it attached to the engine, his future will go from dim to dark very soon." Sadly, for me there was no Houston calling. I jump started the Triumph and drove away. Little did I know that the prince of darkness was waiting for me at a toll both just outside Richmond, Virginia.

That is where I found myself six hours later, on the outskirts of Richmond with it getting near sunset. I flipped on my lights and approached the toll booth when the dark prince made his appearance. The lights dimmed then went out, the engine died, and I rolled up to the toll booth window with my car stone cold dead. Throughout my many adventures, I much like Blanc DuBois, depend on the kindness of strangers and this was another such time. **As luck would have it**, this toll booth operator just happened to be a part time mechanic.

He began to ask me some diagnostic questions of which I answered:

"No, sir. I have no idea what just happened".

"Yes, I have plenty of gas".

He then proceeded to shut down his lane, left the toll booth, walked to my car and opened the hood. I got out of the car and joined him under the hood where he asked me a few more questions. My mechanical abilities being still in their infancy, I knew enough to have checked the oil and radiator fluids, the tire



pressure and how many cassettes were in glove box. But that was it. I told him, what I thought to be an unrelated event, that when the car arrived off the ship, the battery terminal was ripped out and I had remounted it. I showed him what I had done. Well you can guess what he said, "Houston, you have a problem." He explained that the right way to mount it was attached to the chassis. I proceeded to remount it to the chassis, got a jump start and the TR-5 came back to life. He wished me luck, reopened the toll booth and I was on my way. I drove back to my Uncle's house in DC without any mishaps, but I still had a bonded car that needed to be brought up to some unknown US specifications.

* Edited from my book "Travels in a Triumph"



*Whoever said
Triumphs were
'Built Like a
Tank'
never owned
one.*

Twins Reunited!

Identical twins, separated at birth were amazingly reunited in chance encounter. Warren Wood reports that the October Lawrence Cruze-in was the first opportunity that Patrick Murphy and he had staged fairly identical 1972 Sierra Brown TR6s together for a photo-op. Warren's is the one on the left: Comm. No. CC83395U. Patrick's is Comm. No. CC84467U. During their 48 years apart the TR's had traveled down many different roads but were never aware of their identical features. When the cars realized the significance of the reunion, both burst into joyful tears of oil streaming down their oil pans!



Remembering Ed Blend (1937-2017)



May 7, 2016 Shawnee Mission West High School Band Car Show. Ed loved his cars, American and British. He was Kansas City Triumphs Sports Car Club Director from 2013 through 2016.

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph Magazine*, our award-winning, bi-monthly color publication.

2020 VTR National Convention in Galena, Illinois.

Access to a large number of local clubs.

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

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Sign up at <https://vintagetriumphregister.org>



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Evite Etiquette

By Larry Taylor, Activities Coordinator

The Club uses Evite to notify members of upcoming events and to provide the host with the feedback to properly plan the event based on the number of people attending. Here are some things to keep in mind:

1. RSVP is an initialism derived from the French phrase Répondez s'il vous plaît, meaning "Please respond" to require confirmation of an invitation. Proper etiquette is to respond within 24 hours of receiving the invitation even if the response is NO.

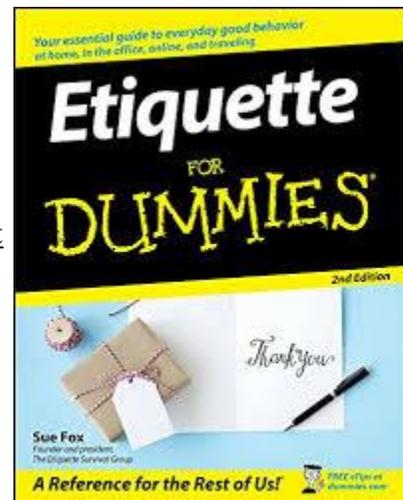
2. An RSVP of YES means you are going to attend. You should also indicate the number of people who will be in your party, the default is one person. If your plans change, you should change your RSVP to NO as soon as you know you will not be attending. If you RSVP YES and do not attend, chances are reservations, food, supplies or other accommodations were planned for you that will not be used. The group might also end up waiting on you to show up to start the event.

3. An RSVP of MAYBE means that you received the invitation and are hoping to attend but have some potential conflicts. However, a MAYBE RSVP gives the host absolutely no help in planning the event. All MAYBE RSVP's should be changed to YES or NO as soon as the potential conflict is resolved, ideally no later than two days prior to the event. If you RSVP MAYBE and show up to the event, then MAYBE the host will have enough food, supplies or other accommodations for you, but MAYBE not. Also, if an event is cancelled at the last minute, only those responding YES will be notified.

4. An RSVP of NO means you received the invitation, but will not be attending. Many believe that there is no reason to respond if you are not attending. However, taking two seconds to respond NO gives the host the courtesy of knowing you received the invitation, cannot attend but are interested in being invited to future events.

5. Your Evite RSVP can be changed by opening the invitation, clicking on the details page and clicking change reply near the top of the page. Follow-up notices are generally sent two days before the event, this ideally the latest date you should change your RSVP. However, if your plans change at the last minute, contact the host at the phone number listed on the Evite to determine if you can still be accommodated or so the group is not holding up the event waiting on you to show up.

6. You can set up an Evite account by going to <https://www.evite.com/register?next> entering your email address, a password, and your name, gender and ZIP code. You can then check the status of the events you have been invited to or change your RSVP at any time by logging into your account. Phone apps are also available from your app store.



TR TIMES

Published six times per year by
Kansas City Triumphs Sport Car Club
Editor, Ed Curry
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Kansas City, MO 64112
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TR TIMES welcomes all submitted material for publication, however, neither its editor, board of directors nor club members accept any responsibility for accuracy of article content or any injury resulting from suggested modifications. Articles and photos may be submitted to the Editor by e-mail.
Subscription: is via membership in the Club: \$20 per year.
Advertising Rates: \$30 Business Card, \$40 1/4 Page, \$80 half page, \$160 full page for 6 issues.

Major Changes to Club Board of Directors

By the Ed-itor

After several year of stability on the Board, year-end will see changes in a majority of positions. On or about December 1st, members will receive an email ballot to vote for Board positions. This voting process was planned to take place at our annual holiday dinner but due to the pandemic, that event was cancelled. Our By-Laws specify either an in-person vote or selection by Executive Committee. Due to extraordinary events, a compromise was decided upon that allows members to vote, although not in person, and have that vote ratified by the Executive committee. This would satisfy terms of the By-laws.

The position changes and those to be voted on are:

Steve Vehlewald

Moves from Director to Past Director

Steve Peak

Nominated for Director, moves from Assistant Director

Larry Taylor

Nominated as Assistant Director, moves from Activities Coordinator

Mark Gillissen

Resigns was Treasurer

Keith Jordan

Nominated for Treasurer

Kim & Craig Simon

Nominated as Co-Activities Coordinators

Chip Kigar

Resigns as Webmaster

Kenny Wymore

Nominated as Webmaster and incumbent for Publicist

Paul McBride

Incumbent for Historian

Warren Wood

Incumbent for Secretary

Ed Curry

Incumbent for Editor

Jack Edwards

Moves off the board as Past Director

To better acquaint you with individuals transitioning in this year election, some have submitted the brief summary that follows. Please be sure to vote as soon as you receive your ballot.

Kim & Craig Simon - Members since 1982 with the exception of 3 or 4 years when life, job and kids took over. As Activity Directors Kim and Craig will look for activities to keep people engaged. Craig's favorite time at the club is sitting down with the group and having a beer, especially after a drive. He has promised to buy so many beers that members may all drink free if we can ever get together again.

Their Triumph is a 1968 Triumph TR5 PI, Valencia Blue, purchased in 1974 from the original owner in Munich, Germany for \$400. It was restored during 2004-2007. Craig still can't figure out that occasional gas smell in cockpit.

Kenny Wymore - Club member since 2006 and Publicist for two years

Kenny is looking to revamp club website to make it more modern so it scales better for phones and has more features. Looking to add content to site and possibly a members only area for information/resources. His proudest accomplishment as publicist is designing and coordinating the creation of club shirts. Kenny's most enjoyed club events are the annual All British Car and Cycle show, summer picnic, the welding session at Foreign Car Enterprise and the other various tech sessions and tune up days. His Triumph is a 1965 Triumph TR4 CT37505L, black with red interior. It's currently under restoration and he hopes to see its completion in his life time. Work completed so far is replacement of rubber parts of fuel lines, new starter, gasket replacements, repaired horn, lights, refinished wood dash, replaced dash pad and other interior pieces, replaced transmission cover, brake work, many other little things. Future Restoration plans are to send car out for body and paint but try to do interior and engine work himself unless engine or transmission rebuild are required. The car's biggest issues are worn out seals, gaskets, leaks all over, rust repair, tach bouncing around, probably other stuff. Also trying to find time to work on it.

Previous Car - 1968 Triumph Spitfire

Steve Peak - Club member since 2012, but parents were founding members in 1978 so went to many events as a child.

He has been Assistant Director for the past four years. He would like to continue the growth and participation of members, get us through this pandemic and on to greater times.

Board Changes Con't

Organization of the 40th Anniversary banquet, publishing the Anniversary Commemorative book and design/coordination of event windbreakers. Tech days and club outings are his most enjoyed events. His Triumph is a award winning 1966 TR4A IRS, British Racing Green. Car is an original club car that he took ownership of the car in 2012 when his father passed away.

Notable awards are Best Sports Car in Holy Trinity Car Show 2016, First in class at All British Show 2015, 2016, 2017, 2018, 2019. Also 3rd in class at 1980 HOAJC Concours Delegance, 1st place Mid America Triumph Regional I 1981. It had a complete body off frame restoration. He did all the work himself with the exception of body, paint, engine. The OD transmission is still not right.

Larry Taylor - Member since 1994. Offices held Secretary/Treasurer – 2014, Activities Coordinator – 2019 – 2020. With his retirement from the Board, Larry hopes to have more time to host more events, especially driving events and parties. He would also like to become involved with the Heartland All British and attend regional and national VTR.

His proudest accomplishments are serving on the 2014 VTR Regional Committee, updating the Club by-laws in 2014. He also conceived, developed and implemented KCTriumphs Google Group, conceived and did the initial planning for the British Car Week Picnic, strengthened relations with the MG Club leading to more joint events, coordinated numerous Club events in 2019. He is also the recipient of the 2019 MG Club Member of the Year Award and just last month the recipient of the 2020 “Forever Young Award”

Larry's Triumph is a 1960 TR3A (Purchased in 1967), Black w/White Top and is arguable the most awarded car in the club including most recently the Hagerty Best Classic Car Award at the 2019 Great Car Show. With such a high level of maintenance the few things he needs to do are installing 3-point seat belts, repair latch on driver's door, replace right side ball joint and polish the car this winter.

Mark Gillissen - Joined the club in the fall of 2013 because of the encouragement of Ed Blend who was the club's Director at the time. I was able to introduce Ed to our white 1975 TR-6 that Judy and I purchased on our 1st Wedding Anniversary. Ed promptly told me about the Kansas City Triumphs and invited me to a meeting. In late 2014 Ed asked me to join the board as Secretary/Treasurer. I was okay with being a Treasurer but I didn't feel that I could fulfill the du-

ties of the Secretary. Fortunately, Eric and Jessica Dieckhoff agreed to shoulder those duties and I agree to be the Treasurer in 2015.

I've enjoyed my time on the board but after 5 years I feel it's time for someone else to take over and bring fresh ideas to the position.

Keith Jordan - Joined the KC Triumphs in 2017 and also belongs to the VTR, TRA and TR Register (UK). This is my first time as an officer in the KC Triumphs. Over the years, I've served in many board positions in various organizations. I'd like to accomplish any streamlining necessary to smooth dues payment and membership. I always enjoy the fellowship of the club night out; the car shows and the race weekend at Lake Garnett.

After retirement, I decided to get another TR3. I had previously owned a 1966 Spitfire in the early 1970s and a 1962 TR3B in the late 1970s. In 2017, I purchased a Signal Red 1957 TR3. The car had been frame-off restored, but driven very little. It was in very good shape. Interestingly, the car is only 35 commission numbers away from Paul McBride's 1957 TR3. They were built a week apart in the summer of 1957! (*Another set of twins?*) In the winter of 2017-18, I replaced the wire wheels and tires, plus all the rubber parts, hoses and fluids. I had the radiator flushed out and the front brake calipers rebuilt. The carburetors were rebuilt by Joe Curto.

In the fall-winter of 2018, I had the car shipped to Ohio to be mechanically restored (rebuilt engine, gearbox, OD and differential) by Macy's Garage. I drove it back from Ohio the day after I retired in April, 2019. I drove it all spring and summer last year, then shipped it again to Macy's to have the suspension rebuilt and drove it back to Kansas in the fall. Early this year I had Mark Canaday repair various body panels and the car resprayed Signal Red. This past spring and summer, I replaced the black interior with a new Stone color leather interior from JF Skinner in the UK that I installed myself. The car is now completely restored (and I've run out of things to do to it) and a blast to drive!

My plan is to continue driving the car another year or so, sell it, then have an early 1962 TR4 restored by Macy's Garage.



Club Board Meeting Notes

By Warren Wood, Secretary

The Club’s Board of Officers meets monthly to take care of the “business” of running the Club and to plan future events and activities. Here is a brief summary of the main topics considered by the Board at its last two monthly meetings. The Board always reviews and approves the monthly Treasurer’s reports and plans for upcoming events, but unless there was something unusual, those reports won’t be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of October 20, 2020:

The Board approved splitting with the MG Club the \$209.50 cost of the picnic at the October Lake Garnett Grand Prix Revival event. -- Payment for annual renewal of the Club’s website domain name was approved. -- Work continued on seeking to fill a few open officer positions on the Board. -- The Corona-virus pandemic has continued to disrupt most of the Club’s planned events. The Board decided to cancel the monthly Club Night Out meetings for November through March as well as the December Annual Meeting and election of officers. -- Because of the severe reduction of activities that will require funding, the Board decided to waive 2021 Club dues for existing members.

Board Meeting of November 17, 2020:

The Board finalized the proposed slate of officers to be voted on in December via a modified voting procedure made necessary by the continuing pandemic that prevents in-person Club meetings. A new signature card is necessary reflecting signatures of new officers to be elected. -- Planning began for commemoration of Sir John Black’s birthday on February 10: “Drive your Triumph Day.” -- The Board approved a \$149 expense for a one-year Zoom meeting subscription made necessary due to our inability to hold in-person meetings. -- Mark Gillissen confirmed the purchase of the Club’s annual liability insurance coverage for approximately \$220. -- The Board approved a Lifetime Membership award to be announced after the December officer elections.

JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sport cars. We are a social club of approximately 100 enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, group email and technical sessions giving you many opportunities to enjoy your Triumph and other little British sport cars. We publish a bimonthly newsletter sent to all members. All members receive a 10% discount from Victoria British. Don’t worry if you don’t currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiast and other British sports car owners.

To join or renew, complete the application and mail with a \$20 check (\$25 for paper copy of newsletter) to:

Mark Gillissen, Treasurer
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NAME THE TRIUMPH

This Issue



What's the significance of this TR2?

Last Issue



The Triumph Gloria

See article below

The Triumph Gloria Range

By Johnny Oversteer, July 2015, Moss Motoring

Following the success of the Super Seven and the Southern Cross, Triumph launched the Gloria range in 1933 and hit upon an immediate success with an array of models including saloons, both fixed head, drop head and golfer's coupes, sports and touring cars.

Most of the cars used Coventry Climax designed engines in both 4 and 6 cylinder form and were advertised as "The Smartest Cars in the Land." Vitesse models offered more rakish styling and used the Southern Cross name to project a more performance oriented image that was burnished by the efforts of Competition Manager Donald Healey. Using a hybrid Gloria that was based on an earlier Southern Cross (pre-Gloria) design, Healey won his class at the 1934 Monte Carlo Rally.

With that success, strong sale followed and a new, modern assembly plant was built in Coventry. The chassis came in both long and short versions depending on the engine used and Lockheed hydraulic brakes were fitted with 12-inch drums. Production of the Dolomite continued alongside the Gloria and Vitesse range after it was introduced in 1936 and would introduce overhead valve design to the mass produced Triumph.

Despite their popularity, there were too many models offered with not enough sales to generate a profit and Triumph was forced into receivership. Despite the talents of Donald Healey Triumph could not survive against the likes of Austin and Morris.

Purchased by a steel manufacturer in August 1939, the last prewar car was built late that year and war production beckoned. Only the intervention of Sir John Black in 1944 would save the company and allow it to make history with the TR range after the war.



KANSAS CITY TRIUMPHS 2020 CALENDAR OF EVENTS

By Larry Taylor, Activities Coordinator

JANUARY		JULY	
1/2/2020	CLUB NIGHT OUT, 6:00 PM	7/2/2020	CLUB NIGHT OUT, 6:00 PM (Out Doors)
1/18/2020	ANAUAL PLANNING MEETING	CANCELLED	KIM AGUILAR WINE & JAZZ EVENT
1/21/2020	OFFICERS MEETING, 6:00 PM	7/11/2020	DRIVE-IN MOVIE NIGHT (MG)
FEBRUARY		7/19/2020	<i>GREAT AMERICAN CAR SHOW</i>
2/6/2020	CLUB NIGHT OUT, 6:00 PM	7/21/2020	OFFICERS MEETING, 6:00 PM (Out Doors)
2/7-2/8	<i>ALL SPEED EXPO</i>		
2/10/2020	DRIVE YOUR TRIUMPH DAY PHOTO & BRUNCH	AUGUST	
2/18/2020	OFFICERS MEETING, BIRDIES 6:00 PM	8/6/2020	CLUB NIGHT OUT, 6:00 PM (Out Doors)
2/29/2020	<i>KC AUTO MUSEUM DETAILING CLINIC</i>	CANCELLED	<i>KC RIVER MARKET CAR SHOW (MG)</i>
MARCH		8/18/2020	OFFICERS MEETING, 6:00 PM (Virtual)
3/5/2020	CLUB NIGHT OUT, 6:00 PM	8/27/2020	KACTUS CREEK CROQUET
3/15/2020	<i>CHICAGOLAND SWAP MEET</i>	CANCELLED	<i>VTR NATIONAL - GALENA, IL</i>
3/17/2020	OFFICERS MEETING, 6:00 PM	SEPTEMBER	
APRIL		9/3/2020	CLUB NIGHT OUT, 6:00 PM (Out Doors)
4/2/2020	CLUB NIGHT OUT, 6:00 PM	CANCELLED	<i>HEARTLAND ALL BRITISH CAR SHOW DINNER</i>
CANCELLED	SPRING TUNE-UP DAY	CANCELLED	<i>HEARTLAND ALL BRITISH CAR SHOW</i>
CANCELLED	WAMEGO TULIP FESTIVAL (MG & LC INVITED)	CANCELLED	<i>BRITS IN THE OZARKS - FAYETTEVILLE, AR</i>
4/21/2020	OFFICERS MEETING, 6:00 PM	9/12/2020	MG CLUB SCAVENGER HUNT (MG)
CANCELLED	OLPE CHICKEN RUN (MG & LC INVITED)	9/15/2020	OFFICERS MEETING, 6:00 PM (Out Doors)
CANCELLED	<i>VTR SC REGIONAL - EDMOND, OK</i>	CANCELLED	<i>ST. LOUIS ALL BRITISH CAR SHOW</i>
MAY		CANCELLED	<i>MG CLUB BARN PARTY (MG) (10/3 BACKUP DAY)</i>
CANCELLED	<i>MG SLIM RUN (MG)</i>	9/26/2020	<i>COR CAR SHOW</i>
CNACELLED	CLUB NIGHT OUT, 6:00 PM	OCTOBER	
CANCELLED	TECH - JESSE PRATHER'S DYNO-DAY - TOPEKA, KS	10/1/2020	CLUB NIGHT OUT, 6:00 PM (Out Doors)
CANCELLED	<i>KC AUTO MUSEUM SCAVENGER HUNT</i>	CANCELLED	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
5/9/2020	HISTORIC SITE DRIVE & LUNCH (MG & LC INVITED)	10/4/2020	<i>LAWRENCE CAR CRUZ-IN - LAWRENCE, KS</i>
5/19/2020	OFFICERS MEETING, 6:00 PM	10/9-10/11	<i>LAKE GARNETT TRACK EVENT & CAR SHOW</i>
5/23-5/31	<i>BRITISH CAR WEEK</i>	10/11/2020	GARNETT TRACK DAY PICNIC (MG)
5/31/2020	BRITISH CAR WEEK Drive (MG & LC INVITED)	10/20/2020	OFFICERS MEETING, 6:00 PM (Virtual)
JUNE		10/24/2020	FALL FOLIAGE RUN (MG & LC INVITED)
6/4/2020	CLUB NIGHT OUT, 6:00 PM	CANCELLED	<i>MG FAT RUN (MG)</i>
CANCELLED	ARROW ROCK DRIVE & HISTORIC LECTURE (MG & LC INVITED)	NOVEMBER	
CANCELLED	GARDEN TOUR & DINNER (MG & LC INVITED)	CANCELLED	CHILI SUPPER
CANCELLED	<i>GOBMC ALL BRITISH CAR SHOW - OZARK, MO</i>	CANCELLED	CLUB NIGHT OUT, 6:00 PM
6/16/2020	OFFICERS MEETING, 6:00 PM	11/17/2020	OFFICERS MEETING, 6:00 PM (Virtual)
		DECEMBER	
		CANCELLED	ANNUAL MEETING & HOLIDAY PARTY
		12/15/2020	OFFICERS MEETING, 6:00 PM (Virtual)
		JANUARY	
		CANCELLED	CLUB NIGHT OUT, 6:00 PM
		1/16/2021	ANNUAL PLANNING MEETING (Virtual)
		1/19/2021	OFFICERS MEETING, 6:00 PM (Virtual)

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TUBE SHOCK CONVERSION KIT for 1965-1967 TR4A (IRS) or 1967-1976 TR250, TR6. This item was bought from Victoria British and installed on my 1975 TR-6 in June 2016. I went back to the original lever shocks in March 2019. Only used the Conversion kit for 1,157 miles. Nothing wrong with them, just wanted to go back to a softer ride. Original price was \$169.93 plus tax. I'm asking \$80.00.

Contact Bob Aguilar at 913-681-3202.



PIONEER CD RECIEVER with remote control (not pictured). Installed in my 1975 TR-6 in August 2008 and replaced in March 2020 with a Bluetooth receiver. Although it was in my TR6 for 12 years, usage was minimal and still works well and sounds great. The original radio opening in the dash support has to be enlarged and is easy to do. I can help with installation if desired. I bought the receiver for \$98.00 plus tax. I'm asking \$30.00.

Contact Bob Aguilar at 913-681-3202.