



Volume 39—Number 5 October 2017

Director's Drippings

By Steve Vehlewald

Finally great weather to drive our little British cars! This time of the year provides many top down opportunities to enjoy the fall colors and cooler weather. I hope you are taking advantage of the season!

I have been impressed with the number of new members who have joined the club since early summer. The level of interest from the new members is impressive. Some have joined with cars; others are looking for the perfect car. What makes this club fun are the camaraderie and the willingness of club members to share knowledge and advice they have gained over the years.

It is really fun to see cars in various levels of restoration. I can relate very well when I was a new member 7 years ago and my car was in need of a lot of help. I came to meetings for years without a running car. A lot of club members provided great suggestions to help get my Spitfire to become a daily driver, and for that I am extremely grateful. Other than a nagging overdrive issue the car usually gets me where I want to go and back!

We have had an event-filled two months. The Eclipse event was a tremendous success with a large turnout from the MG & Triumph clubs. The weather cooperated for the most part and we were treated to a great show during the total eclipse and then sunrise. Thanks to Larry Taylor for organizing the event.

The Kansas City All British Car Show also had a large turnout and we even had a few club members' cars place in their award categories. Big thanks to Mark & Judy Gillissen for hauling the canopy, signs, and supplies, then manning the tent for the entire event to collect dues and pass out water bottles to club members.

The Antique Run in the West Bottoms was another fun event led by Chip & Pam Kigar. The weather was perfect and the locations Chip & Pam had scouted out for us to attend were wonderful. Thanks Chip & Pam for a fun event.

Friday evening (9/29/17) we had a winery concert event at Stone Pillar winery again with beautiful weather and some really good music, food, and wine.

What I am driving towards as a club is a lot of things for different members. To some it is a social club, to others it an opportunity to meet new people and do something fun. For others it's an opportunity to get some free advice and figure out the car they have. It is not necessary to have your car at all these events. Sure it is nice if the car can make the event, but it is not required. Come and enjoy the events that a lot of members are organizing. And if you have an idea for an event let us know.

Thanks for being members of the club!

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THOMAS (TOM) JOSEPH LEIKER

Thomas (Tom) Joseph Leiker, 78, of Lenexa, KS passed away peacefully August 8, 2017, at home with his sons by his side. After a short and courageous battle with aggressive small cell lung cancer he went home to be reunited with his wife and soulmate of 42 years, Kathy. Tom was born in Garden City, KS.



He is survived by his two sons, Daniel Joseph and his wife Jenny, and granddaughter Janey Carlene 10; and Lawrence Joseph and his wife Shelly, and grandchildren, Noah Joseph 10, Owen Thomas 9, and Kennedy Kathleen 7. The family wishes to thank all his friends and family for their prayers, moral support and acts of kindness over the last several weeks. It's hard to summarize someone who lived such a full life and touched so many people. He grew up in a large family with six sisters and two brothers. He was a builder and fixer of many things, always figuring a way to do it himself. Early in life he enjoyed his time at the Lake of the Ozarks, playing cards and building his decks. As his precious grandchildren came along he spent most of his time watching soccer matches and swim meets. He was very active in the MG and Triumph Car Clubs and Shows, frequently taking Kathy's and his "Little Red Car" to shows around the Midwest. He will be remembered being a loyal husband who married the love of his life, a patient father who taught his sons the lesson of hard work and a talkative friend who was always ready to tell a story. He was a man of many blessings, most important was being asked if he was Kathy Leiker's husband.



<http://www.kansascitytriumphs.com>

WEDGE WORDS

By Steve Olson

My TR8 has always been dependable and required only normal maintenance or occasional problem sorting out. But now it has decided it will show what a 1980 car with 132,000 miles is likely to do. The totally stock engine has never been opened. Don't bother messing with something that just works is my motto. But then it decided to make a tap tap tapping noise once the engine fully warmed up. Shortly before I had changed to synthetic oil that scientists say is better. Coincidence? I tried adding STP and Mystery Oil to the crankcase but no change. I used my big screwdriver as a stethoscope and decided the noise was cam not crank speed and coming from the rear on the passenger side. I know that hydraulic lifters do sometimes go bad and assumed that was the problem. Though it is a lot of work removing all the hoses and wires and stuff to dig down to the intake manifold I did that as cheerfully as I could. I pulled a few lifters on that side and none showed significant or unusual wear patterns. But I went and bought 2 new ones and installed them. I took some time to tidy things up and repaint a few small items before I put it all back together. It started right up and ran smoothly. But then when it got fully warm it started the same tap tap tapping. I was not amused.

Eventually I opened things back up again and this time I bought Vickie B's remaining 14 lifters. They are only \$8 each. This time I did see one of the old ones had some flaking and wear on its bottom. What I could see of the cam lobes all looked fine. So I put things back together. Once again the car fired right up and ran smoothly. But once warmed up it tapped just the same. Rislone in the oil did not work either.

I know what I need to do is to overhaul the engine. And when I do I will want to increase compression and get a better cam. And what a great time to clean up the heads for better flow and might as well install headers too. That list of mission creep items soon pushes the total beyond \$1000. And not knowing what the original problem was it still might not get fixed.

I have let the car sit for a few weeks and when I get some spare time, ambition, and energy I plan to drop the pan which I think I can do with the engine in place. Then I will inspect the rod and main bearings and replace those if the crank doesn't look too worn. That should give me a good indication of just how badly the rest of the engine is in need of an overhaul. And just maybe the increased oil flow will quiet the tap tap tapping.

Searching online I find all kinds of stories about loose cylinder liners but I doubt that is my problem since the tap is not crank speed. I am open to suggestions if anyone can think of something else I need to try. I have the pan nearly ready to come off but it is vacation time and I have another car I can drive. This may become one of those winter projects.



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2017 Calendar of Events

April, 2017

6th, Club Night Out, Birdies 6:30 PM
 8th, Ople, KS Chicken run
 18th, Officers Meeting 6:00 PM Birdies
 22nd, Wamego, KS Tulip Festival, Chip
 27th-30th, VTR South Central Regional, New Braunfels, TX
 29th, Spring Tune Up-Steve Vehlewald 8 AM-2 PM

May, 2017

4th, Club Night Out, Birdies 6:30 PM
 6th, SM West Band Car Show
 6th-7th, MG Club Slim Run
 16th, Officers meeting 6:00 PM Birdies
 27th to June 4th, Drive your British Car week

June, 2017

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

July, 2017

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

August, 2017

3rd, Club Night Out, Birdies 6:30 PM
 15th, Officers meeting 6:00 PM Birdies
 16th-19th, VTR National Convention, Princeton, NJ

September, 2017

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

October, 2017

5th, Club Night Out, Birdies 6:30 PM
 8th, Lawrence British Car Show  Actually was the 1st
 13th-15th, Lake Garnett Car Show
 17th, Officers meeting 6:00 PM Birdies

November, 2017

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

December, 2017

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

January, 2018

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

February, 2018

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

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



2018 dues are \$20 (\$25 if you want your news-letter mailed via USPS). If you haven't paid your dues please do so with the enclosed Membership application found later in this newsletter.



Congratulations to Ed Curry on becoming our Kansas City Triumphs Sports Car Club Activities Coordinator. Thanks Ed!



Patrick & Maggie Barrett, No car at this time

William & Diane Cunningham, 1971 TR-6

Keith & Deborah Jordan, Looking for a TR-3

Steve Kurz, 1973 TR-6

Steve & Sharon Mundo, 1978 Spitfire

Joe & Beth Schmidt, 1976 TR-6

Jeff & Julie Taylor, 1967 TR-4A


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The Great American Eclipse, August 21, 2017

By Larry Taylor

After much anticipation, the Great American Eclipse has come and gone. The MG and Triumph Clubs hosted sixty plus spectators at shelter #3 at Smithville Lake to view it. Concerns about heavy morning traffic, parking problems and squatters at our shelter turned out to be unfounded. The weather, well more on



that in a minute.

We enjoyed comradery while waiting for the eclipse to start. The skies started out threatening but by about 11:45 when the moon made the first contact with the sun, it was mostly partly cloudy. Using our eclipse glasses we watched the moon move across the sun toward totality through breaks in the cloud cover.



Chip treated the Club members with a souvenir eclipse medalion (Thank you Chip!).

We enjoyed lunch and an occasional light sprinkle while waiting for totality to arrive at about 1:10. Just a minute or so before totality, a dark cloud moved over the sun blocking our view. Then there was a brief, maybe 15 seconds, break in the clouds and an awesome view of totality was greeted with cheers and

applause from the crowd.

I was not as observant as I probably should have been, so I do not recall if the birds stopped chirping (or even if they were chirping in the first place) or if the cicadas started their evening song, but then again, it seems I hear their sound 24/7 anyway. But it seemed very still and quiet. Also, I did not notice any animals bolting from the woods. It did not go totally dark, but it was more like late dusk and the horizon looked like it does after the sun goes down. Due to the cloud cover it was not a perfect experience, but all in all it was every moving, enjoyable and memorable. But that is only half of my story.

As soon as totality passed, it quickly got lighter and a light rain started and just about everyone quickly left. There were only four LBC's there with my TR-3 being one of those. Although I had my side curtains in the trunk, or should I say boot, I decided I would just bolt for home without putting them on. After all, it takes some effort to do so since it involves taking everything out of the trunk to get them out, removing them from the protective pockets, getting them fastened down and reloading the trunk. Also, the interior of the 3 actually stays fairly dry in the rain without the side curtains as long as you keep moving.

I decided to return home using the same back roads I took that morning – highway 92 west then south on C Highway/Skyview Drive. Traffic across 92 backed up for about 15 minutes at the light on 169. By then the light rain had gotten a little heavier, but not too bad and I was not too wet. After crossing 169, it started raining pretty good. I was having worries that the wipers might fail or blow a fuse (they have done that before), the car might hydroplane (first time out with the current tires in heavy rain), or I might get caught in a flash flood. The water from the engine compartment dripping on my leg assured me it was wet under the hood and I feared an electrical short or failure of some type. I also figured at this point stopping to put on the side curtains would do more harm than good, so I trudged on.

The rain kept increasing in intensity. The missing part about what I said about the interior staying relatively dry if you keep moving is that the driver, not the car, absorbs most of the spray from passing cars and trucks. By the time I got to Ambassador Drive, the rain was torrential with continuous lightning and thunder and I was soaked. The wipers kept working, but they were overwhelmed by the downpour. Between the rain, the windshield fogging and the car kicking up a continuous spray from an inch or two of water on the road, visibility was limited and those thoughts about hydroplaning, some type of mechanical failure or other catastrophe were heavy on my mind. I could not decide if I should keep going or stop (neither seemed to be a good option) and then decided I was probably five to ten minutes from the covered parking garage at the Zona Rosa Dillard's and decided to cautiously drive on. Let me tell you, this was the heaviest rain I had ever been in and with all of the lightning and thunder along with having problems seeing the road, some might say I was scared s#%tless. Fortunately, the 3 took a licking and kept on ticking. Except for the fogging windshield and the wipers not keeping up, there no problems with the car. I made it to Dillard's where I waited out the storm for about 45 minutes and ultimately made it home by about 3:45 and I was more soaked than the car.

On the news that night, I learned that Parkville got about 4 to 5 inches of rain from the time I left the park to the time I left Dillard's and there was extensive flash flooding in the area. I was thankful that the 3 performed pretty much flawlessly and I made it home safely.

The Great American Eclipse, August 21, 2017 (Continued)



The Great American Eclipse, August 21, 2017 (Continued)



Time for a Rebuild

By Ed Curry

The dismantling phase for my TR6 rebuild is over! After 85 hours taking things apart I ended up with 1,461 nuts, bolts and related fasteners weighing 55 lbs. All are bagged and tagged in an attempt to keep my sanity. Boxes of parts are squirreled away in corners of my garage, basement and yard. Engine head is at a machine shop, frame at a weld shop (could not find a competent mobile welder), body panels at a media blasting service and body tub at a paint shop. My senior-citizen brain is on overload not only remembering how they are all supposed to go back together, but simply where they're all stored or out-sourced.



Transportation logistics have dictated much of the timeline. In an amazing one day burst of energy, I rented a truck, loaded and dropped off frame to be welded in Topeka, delivered body panels to be media blasted in KCK and picked-up a pallet of bricks in Olathe for a landscape project. Cost of truck will of course be allocated to the landscape project. I then settled into a long stretch of parts cleaning and restoration. A home media blasting setup would have made this quick work. Not being an option I resorted to the tried and true method of extensive wire bruising and sanding...then the recoating. It's amazing how quickly \$10 cans of specialty spray paint are either emptied or clogged. Degreasing the engine of 43 years of grime and grease is another dreaded task. As in the past, an environmentally correct way of doing this eluded me, so it was all power-washed down the driveway.

Simple things like bolts and fittings never seem to be an issue until the realization that the majority are rusted beyond recognition. A professional might replace them all but where's the sport in that! Cost aside, specking and sourcing British specialty fittings is daunting. After trying several chemical treatments with batches of bolts, I again fell back to the wire wheel process....time consuming but effective. Rust will not melt-away in a jar.

Engine rebuilding is always fun until the cost of rings, bearings,

oil seals and gaskets becomes a separate budget center. I love pretending I know what I'm doing with a cylinder hone and micrometer. Transmission and differential await their turn.

The day finally arrived when the paint shop was ready for my TR. Another truck and trailer were duly reserved knowing that the trailer (with fixed end rails) was 3" shorter than the body. Sounds like a minor issue until the morning I was to load it (by myself) and drive 70 miles. Ingenuity once again prevailed!



The great turning point in any car project is the reassembly. I decided the engine rebuild would be the starting point of reassembly and designated the crankshaft front pulley bolt as the ceremonial first item to be reinstalled. I saw this as somewhat like the golden railroad spike! It's easily the biggest bolt in the car and worthy of the designation. Little fanfare was involved as I was the only one to witness the event (photo is a re-enactment of this great occasion).

In an attempt to analyze time spent, I continue to track modified time (less time-out for confusion, inability and listening to interesting radio segments). The intent is a comparison to a professional restoration at \$70 per hour. Hour spent so far are:

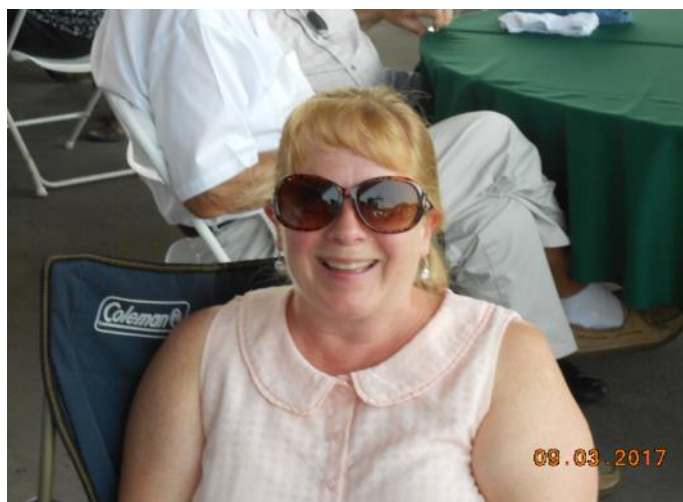
Frame & body separation	11 hrs.
Body panel & small parts removal	7 hrs.
Trim & dashboard removal	6 hrs.
Chassis & bumper disassembly	38 hrs.
Chassis cutting & fabrication	23 hrs.

That adds up to \$5,950 in labor just for disassembly! In my defense, Professionals have an unfair advantage in knowing what they're doing. I better keep my day job.



Kansas City's Heartland All British Car and Cycle Meet

This event was held on September 3rd at Aristocrat Motors in Merriam, KS. On September 2nd a Barbeque was hosted by Victoria British Auto Parts at their Warehouse in Lenexa, KS.



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Kansas City's Heartland All British Car and Cycle Meet (Continued)

BILL YOUNG AWARD 2017

By Steve Olson

This award is named for a guy who loved cars in general and British cars in particular. He gave generously of his time and many talents not only as a committee member to help put on the Heartland All British Car show but to also help any car owner that needed a bit of encouragement or advice or assistance. Bill was a close friend of mine. Sadly he lost his battle with cancer a few years ago. We give this award annually to someone who exemplifies Bill's spirit and enthusiasm for our hobby.

This year we chose Ed Blend as the person most deserving of this award. Ed's white Spitfire normally graced this show field and occasionally managed to win a trophy. It was always one of the nicest cars present and was always clean and well presented. What kept it from winning many first place awards was that it just wasn't showy. It wasn't rare since they made hundreds of thousands of Spitfires. It wasn't fast or loud or powerful. It didn't stand out in a crowd of other British cars partially because it wasn't bright red or British Racing Green, it was white. It was a nice dependable solid car. It suited Ed!

Ed was a member of the Kansas City Triumph Club and rose to become its Director. He volunteered to help out on the committee that hosts this show. He took on the job of trophies and shirts and other regalia because it was a job that needed doing. Like everything he did, he did those jobs well. He deserved more recognition than he got, but like his white car, he just wasn't flashy.

He isn't here to receive the award in person. After a short illness Ed passed away. But we know he is here in spirit to see his wife Irene receive the award on his behalf.



Kansas City Triumphs Sports Car Club Members That Won Car Class Awards

Bob Aguilar, 1st in Class E, MGB & MGB GT 72-74

Diane Cotton, 2nd in Class F, MGB & MGB GT 74.5-80

Bob Haefner, 3rd in Class G, MGT Series & Pre-War

Steve Olson, 2nd in Class H, MG Midget & AH box Sprite

Jeff Givens, 2nd in Class J, TR2 & TR3

Steve Peak, 1st in Class K, TR4, TR4A & TR250

Don Opplinger, 2nd in Class K, TR4, TR4A & TR250

Pat Fischer, 3rd in Class K, TR4, TR4A & TR250

Jim Nye, 1st in Class L, TR6

Bob Aguilar, 2nd in Class L, TR6

Doug Eble, 3rd in Class M, Spitfire & GT6

Craig Vaughn, 3rd in Class T, British Sport



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Kansas City's Heartland All British Car and Cycle Meet (Continued)



Cars and Baseball

By Warren Wood

A couple of the Club's members merged two all-American activities, a car show and a baseball game, into one event on August 20 when they participated in the Kansas City Royals' 8th annual "Cruise to the K Classic Car Show and Exhibit" at Kauffman Stadium. Sam Taylor showed his and Wanda's '74 TR6, and Michael Wilds showed his and Diane's '61 TR3A. After the morning car show in the stadium parking lot, participants were treated to a Royals 7-4 victory over Cleveland in the afternoon.



Sam reported, "Storms in the morning but cleared up by 10:00 and enjoyed a great experience. ... Mostly Detroit iron but really great stuff." He added that their ball game seats were high above home plate in section 421 which gave a very interesting and enjoyable perspective of the game.

The event package included registration for the car show, parking pass, two View Reserved tickets to the game, dash plaque and an event T-shirt, all for \$45. This promotion must be a popular one because it was sold out. Two hundred cars were registered. Might be something to consider at next January's yearly planning meeting.



Not a Triumph, But Still British

By Alan Miller

At sixteen I was living with my parents south of the Country Club Plaza in Kansas City, and just to the north of the Plaza fountain I spotted an Elite, British Racing green and beautiful. This would have been in 1965. It was parked on the street in front of a four story apartment building. I asked around and was told "the guy" lived on the top floor, street side, so I took the elevator up and knocked on the door. A voice from inside told me to step in, where I saw a guy, maybe twenty five, on a ladder dressed in blue hospital garb, doing plaster repair of his apartment. In spite of the apartment looking expensive, this one was devoid of any niceties, but it was large and open and covered with car parts, all for his Lotus. His name was Nick Cavate and I was made to feel immediately welcome. I told him of my introduction to Elites at the 1961 International Automobile show, April 1-9th, at the New York Coliseum, that my father took me to, and how I was dazzled by the introduction of the new E-type Jaguar on the rotating stage. But it was the Elite that was available for people to sit in, and it made an huge impact. I still have the official program with the directory of exhibitors and photos. Nick was a little too old for me to hang around with and I did learn a few years later that the car was totaled. A few years after that it occurred to me that I should try to salvage it from the scrap yard, but I was too inexperienced to make it happen, and I was discouraged from trying as someone told me that all Elites had Ash frames and when totaled, were beyond repair. You knew that didn't you?

Shortly after meeting Nick I worked for Jim Hanlan at Kansas City Foreign Car Parts and Salvage on Southwest Boulevard. A perfect job for a kid, learning how to take cars apart without worrying about how to put them back together. The yard had four quansit huts and I slowly learned what was stored inside each one.

I discovered a 1953 XK120 Roadster under a car cover and eventually bought it for \$600. That included Jim getting the title from a gal in California and paying Norman Galliton, the young owner of English Auto Repair, to come to the yard and screw down a cam pad to allow it to run. (It worked) One day a burn out sedan came in and Jim, or Norman, suggested that we take the cams from it, as it was the same as the E-type, for some easy horse power. And we did, with Norman using his calibrated elbow to torque down the cylinder heads. It worked for a while only, as heard after I traded it, the buyer was attempting to drive to it to California when it blew a head gasket and he abandoned it. The trade worked for me as I got a pristine MGTD with a full Corvette drive line. And it was this car that I owned when I saw an ad in Road and Track. Someone in Prairie Village, a stone throw away was wanting to sell his blue Lotus Elite, with red interior, and "bushels of parts". Following the ad, I met Marvin Haas, the owner. He had the Lotus, and a black Corvette fuel injected coupe in his garage. Another nice guy. He took me for my first ride in his Elite, taking special enjoyment going up the entry ramp to I-35 which was brand new and creating another

memory frame. I thought I successfully negotiated a trade. I was carrying photos of the TD and he was smitten. He called a friend on the phone, pronounced how much difference he needed to trade,(four hundred dollars), and I accepted. But I was scheduled to leave for California with my parents and couldn't perform my end on the sale until some days later. Not a problem, I was told. We would do it when I returned. Cool, cool, cool. Only when I called to do the deal, he informed me that he had traded it for a Formula V. Sorry Charley.

From that rude awakening I learned to keep my nose pinned to the car ads, and decades later another Elite was for sale and again, in my area. When I want to see it I was shocked to see it was the same car, French blue with red interior. Ed, Viars an engineer had bought it from Marvin. The Formula V story was just that, a story. With that engineer personality, he never drove it, he took the car apart, placed the pieces in labeled boxes and stored them on a shelves next to the car. And I still wanted the car. But Ed would not place a price on it. For some reason, he could not. In desperation I offered him \$20,000 for his project, but it didn't sway him. I later learned it took \$25,000 and went to a good home, a nice guy with lots more money than I have, and he had his business/shop restore the body, then had a shop on Southwest Boulevard put it together. Of course I had to visit it there and met the mechanic doing the work. He was having trouble as he was attempting it without a shop manual. So the next day I loaned him mine and he completed the job.



I finally was able to buy an Elite. I saw an ad where Fantasy Junction had one on consignment. French blue with black interior, chassis number 1387. I bid a little low, but they called back two weeks later and accepted my offer. It seemed that the prior owner was having difficulty selling his second mansion so the money was welcome. And this one had been prepared by Clay Vyzralek and he does a good job, with everything wire tied and working. I have had it now for about six years and it still warms my heart and runs well on its twin Weber carbs. Prior I wrote of the color change to the top utilizing 3M material, I bought chrome wire wheels but stayed with the 48 spokes vs the 60, and replaced the rear coil overs. **(Continued next page)**

I now do have some fiberglass waving at me, and I plan on attacking that in the near future. So it has been one long journey to get to this point of happy ownership. Oh. Not long ago I got a phone call from a guy in Florida who was asking about “the Lotus I used to own”. Hmm. Explaining that I still own both Lotus (the other being an Elise), we determined that photos of 1387 from when Fantasy Junction was selling it, were now being used to scam a quick sale. He was just about to plunk down some serious money when he decided to call me to see if it had been a good car. He handled it from there, but it helped that we both knew Clancy Schmidt so he was assured through our close knit circle of friends that I was on the up and up. Thank you all, my circle of friends.

Car Show at the City Market

By Warren Wood



Another car show opportunity turned up on August 20 at the City Market just north of downtown KCMO where Club members Pat Fischer and Roger Elliott showed their Triumphs at an event called “Art of the Machine.” This was one of a series of car shows held on most Sundays through the summer in which individual area car clubs arrange to display their cars in the Farmers’ Market area near 5th and Walnut



Streets. There were mostly MGs that Sunday, but Pat and Roger, who also are members of the MG club, brought their '68 TR250 and '80 Spitfire.



The Farmers’ Market attracts a lot of people on sunny summer Sundays. Pat commented on the lively event: “It was fun to have the cars in a non-car venue; lots of kids got to sit inside a Triumph or MG, and we got to talk with a lot of people who knew little about the cars. We did shopping and eating, so we weren’t always by the cars.” Some pictures of the event are nearby.



2018, Kansas City Triumphs’

40th Anniversary

Your Kansas City Triumphs Sports Car Club will be celebrating its 40th Anniversary in 2018. We are soliciting any and all ideas from you our members on how we should celebrate this milestone. Please provide any ideas you may have with any of the officers of the club.

Antique Run, September 16, 2017

Photos by Chip Kigar



Antique Run, September 16, 2017 (Continued)

Photos by Chip Kigar



Cool and Dark, The Trip

September 29, 2017

By Jeffery N. Givens

Part 1 of, The Trip: It has been some time since my last trip to a Vintage Triumph Register National Convention. At least 10 years, I am thinking. That is far too long for a Triumph owner and club supporter. But, life does get in the way of many things, and sometimes the hobbies have to take a back seat, hence the lengthy delay. My apologies to the Triumph clubs!

My usual jamb packed calendar developed a "space" so to speak, a "blank spot" in the normal loaded up and full calendar. That space happened to be much of the month of August 2017. I thought at first it was a mistake, and double-checked, and then checked again. It was not a mistake, and I suddenly got a bit nervous. What in the world was I going to do for three whole weeks of "space" "blank spot", etc.? What do normal people do when they are staring at three weeks of no work, not much to do, nothing planned, no real commitments, etc.? I really was not sure, and did not want to ask, fearing that somehow "normal" could not be applied to me.

So, a search of past emails, internet ads, and club postings revealed the 2017 VTR National Convention was right in the middle of my "blank spot"! And, the show was close to Leavenworth Kansas, or relatively close in that Princeton, New Jersey is a couple of stones throw away (ok, a lot of stones, with maybe some running involved). Hmm, that could be a nice road trip in the TR3, I started saying to myself. A Macy's Garage engine and transmission rebuild the previous year, with only 10,000 or so miles on it, new tires, a previous test run business trip to Chicago, some new weather stripping, yes, the car was ready to go. So I penciled in the trip, and started building other things around it, like a trip down the Blue Ridge Parkway in Virginia & North Carolina. Some side trips to the Washington Navy Yard, Monticello (Thomas Jefferson's home), a few Civil War Battlefields to discover, visit some friends in Sparta North Carolina, etc. Within a very short time, I had filled every single day in my calendar's "blank spot"! It was truly a glorious feeling, I was back to normal!!

Engine oil change, grease job, oil the generator bearing, fluid checks, valve adjustment, tune up check, carb checks, spare tire and jack check, small pile of repair parts check, tool bag, emergency supplies, a few items to survive the zombie apocalypse (we know it is coming, don't we?). And the list goes on when preparing for "The Trip".

My car is a 1959 TR3a VIN# TS 58,393 that I purchased in 1969 and have put over 300,000 miles on it since that time. It of course does not look like the sad little car that I purchased in Wardsville, Missouri in 1969, and in some cases has had some hard miles on it (completely submerged in the Big Piney River for a few hours near Devils Elbow, MO in 1971, completely covered with snow in Camp Dodge, Iowa for three days in 1972, or was it 1973?, etc.). And, it has not always been reliable transportation when I did not properly "pay attention to it". The car stopped running, in the middle of the Baltimore, Maryland downtown tunnel during rush hour August 1982, in the rain, on a Friday night due to continuing to use a worn set of points. Lots of unhappiness involved with the other drivers during that rush hour, with people pushing me uphill for more a half mile, yes, I digress slightly. But over the years, I have found that keeping up with the maintenance, and using the car frequently, keeps it going, and makes it reliable transportation.

So I mapped the trip to Princeton, NJ, and all of the other places

I wanted to go, and came up with a roughly 3,700 mile road trip from 13 to 30 August.

I left Leavenworth, Kansas (my home) at 0730 hrs. 13 August 2017, took Hwy 7 north to Hwy 92, and got on Interstate 29 north to Saint Joe, Missouri. The purpose was to get on Missouri Hwy 36 and head east all the way to Indianapolis Indiana, and stay the night at my in-laws home. Hwy 36 is a great road! No real traffic to fight, relatively few big trucks, mostly 4-lane, well maintained, and it by passes Saint Louis completely. My car runs best between 70 and 80 MPH, and most areas of Hwy 36 will allow that. Of course the top was down on the car, tonneau cover on, leather motorcycle jacket cinched up tight, hat was on, cool sunshades were in place, and the ear plugs were "plugged" in, and my cell phone was turned off. A beautiful thing!!

The run across Hwy 36 had great scenery, nice small towns to stop in for fuel or snacks, and was uneventful, until I reached the outskirts of Indy. Far too many stoplights on Hwy 36 starting about 15 miles from Indy. Two miles south, is Interstate 70 at that point, and so I bailed out of Hwy 36, jumped onto I-70 and headed just a bit south to Greenwood, and my in-laws place. The trip took about nine hours, the car ran great, the weather eventually got hot, and I added a few more stops for cold water. The in-laws Karen and Dan Taylor were great, and even let the TR3 stay indoors for the evening while moving their Studebaker outside. I could feel the Triumph smiling. A couple of cold beers, a perfect steak, and great company made the visit wonderful!

The following morning on 14 August I left Greenwood, Indiana heading east on any secondary I could find that did not involve Indy rush hour traffic. That was a pipe dream, as it was stop and go everywhere for the next hour. I should have planned that one a little better! I finally reached Hwy 40, better known as the old National Highway, and headed east towards Dayton, Ohio, and the small town of Tipp City, the home of Macy's Garage. Macy's Garage, and Mark Macy, build, rebuild, & repair TR2's, 3's, 4's, 5's, 250's, and TR6's exclusively. The on going concours restoration work they perform, along with their vast knowledge is simply incredible. They have 11 full time employees, a well organized, clean, efficient shop, and there is an approximately 18 month wait to get your car in for anything serious. After a few hours on Hwy 40 east I stopped for lunch and a visit to Macy's Garage in Tipp City. Once again, I had a great tour of the shop, saw some excellent cars, and car restoration.

Saying bye to the Macy's Team, I was back on Hwy 40 east again by 2:00 PM. Everything was going well, until I hit West Virginia. Hwy 40 becomes two lanes, has lots of twists and turns, goes through every small town it can find, has a speed limit of 45 MPH, and is quite busy. After an hour and a half of that, I bailed out and found I-70 east, to gain a bit more time, then stayed the night in New Stanton, PA, just south of Pittsburgh.

The Econolodge in New Stanton was a nice hotel, multi story, moderately priced, and the only one available with vacancies in the area, surprisingly. As I was checking in, at least five Police and county Sheriff's cars pulled up to the entryway. They got out of their cars, raced up the stairs, and came down a few minutes later with a least three "motel guests" in handcuffs, screaming and yelling. An ominous start to what should have been a "relaxing" evening at the Econolodge New Stanton! They apparently were not after any signal red TR3's that had been exceeding the local posted speed limits earlier. I checked in, drank lots of water, and decided to get to bed early & not tempt the local "constabularies" with my (Continued next page)

presence.

I was up early on 15 August, performed preventive maintenance checks and services (PMCS) on my trusty steed, oiled the generator bearing, and topped off the carb reservoirs. By 0800 hrs. I got back on I-70 heading east and within a few miles, got onto the toll road, I-76, again heading east. I-76 used to be a terrible twisting, pothole filled, hilly, traffic jammed interstate that was cause for lots of frustration. But the state of Pennsylvania apparently "sold" the operating rights for I-76 to a Spanish Company a number of years ago, and they have transformed the road completely. It is still twisting and hilly, but it is now incredibly smooth asphalt with no potholes or construction in sight! I bumped the signal red 1959 TR3a up to "ludicrous" speed (slightly faster than incredible speed), and stayed in the 78 to 83 MPH range, not quite passing everything in sight. The coolant temp gauge moved into "warmer" territory, but then settled on a stable acceptable temp for the rest of the "ludicrous" speed run! The plan was to stay the evening with Army friends in Carlisle Barracks, PA. I sailed through the towns of Manns Choice, Valley-Hi, Hustontown, Burnt Cabins, and Newville. Right before the Carlisle exit is the entrance to Gettysburg, the site of one of the epic battles of the Civil War, always a somber stop.

Kevin & Sue Reynolds were gracious hosts for the evening, allowing the Triumph to stay the evening in their garage. Their 2015 BMW M5 was moved outside to make room for the mighty TR3, an awesome gesture. A leisure evening was spent discussing the days when Kevin had a TR6 in Chicago as his only transportation for at least five years. Since we have known each other for more than 40 years, I can safely say that the wintertime driving with a TR6 in Chicago has never been exaggerated. He longs for another TR6 "he claims", up until he gets behind the wheel of his M5. Then, not so much!

Carlisle, PA to Princeton, New Jersey should have been only a short run of 169 miles and three hours of smooth interstate. However, the interstate runs just north of Philadelphia, PA and after about 60 miles, the traffic backed up, and the road speed went down to 30 and 40 MPH. But the weather was cool, the road warriors were properly "respectful" of the mighty TR3, with lots of "thumbs up" and smiling faces at seeing the Kansas tags on my car.

It took almost five hours to travel those 169 miles! I hit the first stop light in Princeton, NJ at 1230 hrs. Eastern time, and noted that a brand new AAA service center was right at the next block. I pulled into their parking lot, pulled out my AAA card, and put one of their agents to work on the VTR location, local maps, directions, and lodging. While I was waiting for their

work to be done, I took a tour of their brand new service garage. The service Team and their new garage was quite impressive, organized, and efficient. Their efficiency was a bit compromised by my arrival however, as all of the mechanics and supervisors came out to see my car. One of the supervisors noted that my oil change sticker on the upper left of the windshield showed I was due for an oil change and service. We had a quick chat, and the next thing you know we were measuring the new inside lifts to see which one my car could fit on. NAPA delivered the six quarts of 40-weight Valvoline VR-1 Racing oil w/ZDDP and spin on NAPA Gold filter 1393 (yes, I have the spin on mod) within 19 minutes of the order, simply amazing! The mechanic and supervisor (with me in attendance of course) followed the TR3 lube chart with precision, and cleaned everything in their path after the oil change and lube. This all took about 1.5 hours,



and \$86.28, with great maps, a place to stay, and precise directions to the VTR location.

By three o'clock I was at the VTR registration desk in Forrestal Village "The Westin". Of course there was a large contingent of Triumphs of every flavor, modification, state of tune, looks, and drivability. The vast majority of the attendee's were from the East coast, and so my Kansas plates were a real rarity, and many exclaimed as much. I had pre-registered, and so my processing went fairly quickly. I signed up for a number of "driving" events, as if I had not driven enough already. The Carolina's Cup, The Gimmick Rally, The TSD Rally, and the evening Ice-Cream Run were all logged in for me to drive. And with at least two of those under my belt, I could then sign up for "The Roadster Factory Participants Choice" car show to be held on Saturday. If I had to guess, I would say there were at least 300 plus Triumphs at the show! A great turn out.

My car was dirty, it was very hot outside, I was tired, and it was starting to get dark out, so got in my car and headed off to the nearby Holiday Inn Express.

And with that "cliff hanger", I will post a continuation of the trip in the next news letter. Look for Part 2 of The Trip! See you next month.



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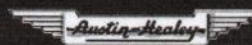
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