



Volume 39—Number 6 December 2017

Director's Drippings

By Steve Vehlewald

Board of Officers

Director

Steve Vehlewald

svehlewald@frywagner.com

Assistant Director

Steve Peak

peak@everestkc.net

Secretary

Warren Wood

wbwood@sbcglobal.net

Treasurer

Mark Gillissen

m.gillissen@prodigy.net

Activities Coordinator

Ed Curry

ecurry@att.net

Newsletter Editor

Robert Aguilar

rgaguilar@aol.com

Webmaster

Chip Kigar

ckigar@hexnut.us

Historian

Paul McBride

pmcbr3@everestkc.net

Past Director

Jack Edwards

jackhedwards@gmail.com

Publicist

Bob Haefner

bhaefner@gmail.com

Fall is a great time of the year to enjoy many things, the weather, family and those pleasant drives in our Triumphs. With the help of family in town for Thanksgiving I put the hard top back on my Spitfire after 4 years in storage.

Now that the top is back on the car it is a nice addition, but how quickly you forget the aggravation of getting 6 misallied bolts in place to attach the roof. Four of these have "floating" nuts to receive the bolts. The most difficult of these are the two windshield to roof bolts. The difficulty lies in the simple fact that you cannot see the nuts and you have to hope you have everything lined up to receive the bolt. Since the nut floats you have to rely on gravity to start the nut on the bolt. Additionally all the stars have to be aligned with the exact gravitational force needed while holding your breath at the precise moment. You may have success or just another false positive glimmer of success. That said, you could count on blowing 2-3 hours in this feeble attempt at success. I am happy to report that we were 100% successful and had 2½ hours of bonding time with my father in law and brother in law. (...and this was without any beer. Maybe I will try adding beer to the equation next time.)

Now that my fingers are completely raw from trying to hand tighten bolts, I have been thinking about why the British built the cars the way they did. In reality they are very simple machines, built with practicality (to someone) and were assembled at a simpler time. They did not have a shop floor computer or a laser guided welder or flame cutter for the exacting precision you see today. You do not see any quick connect wiring harnesses, or twist lock fittings on these cars, yet with only six bolts they manage to hold a roof on a car at highway speeds with little wind noise and a good seal. Some guy or gal thought up what was needed to make this happen and set about it to make it work practically and last 40-60 years.

Testament to the practicality of their work, I had a great afternoon drive on some back roads and K7 to blow out the cob webs and enjoy the warm late November weather. The hard top allowed me to listen to the radio, something impossible to do while driving with the top down. Now I am ready to drive my Triumph to the Holiday dinner!

The past few months were light on activities, and the annual Holiday dinner will be on December 7 and the annual Planning meeting/dinner will be on January 20, 2018.

Happy Holidays. Drive them when you can.



See you at Hereford House, Shawnee!

On Thursday, December 7, 2017 at 6:00 PM, 17244 Midland Drive, Shawnee, KS 66217; phone number 913-268-8000. It's our annual Holiday Dinner if you've made reservation with Steve Vehlewald. Remember, no Club Night Out get together at Birdies this month, December.

Time for a Rebuild

By Ed Curry

Reassembly is underway on my frame-off restoration of a 1974 TR6. The frame came back from the shop blasted, welded and beautifully finished in glossy black POR15.



I thought reassembly would be a breeze but underestimated the extent of components needing to be degreased, brushed, acetone treated and painted. Although carefully bagged, tagged and stored, locating all of the parts for a specific assembly takes lots of time. I tried to buy all change parts (bushings, gaskets, etc.) in advance but have had to make several trips back to Vicky Brit for missing items. Consider that the front suspension and steering rack have 28 major parts, 16 bushings and 110 fasteners per side. Times two, that's 308 things to get right or this puppy is going to drive sideways! The steering rack looked simple but the tie rod ends had become so fused to the tie rods that they snapped when trying to remove. No problem! Just another trip back to Vicky Brit.



Wheel alignment is in the near future and will probably be a challenge due to the extensive frame rework. I'll do a preliminary alignment with the body off, then fine-tune with it on.

Eventually a professional check will be needed. Recent e-mails indicate that Santa Fe Garage is the place to go.



New tires are also on the horizon. I can't drop the drive train in until the frame is back on solid rubber. After much web research I've decided on 205/70/15's. This seems to be the closest to the original 185/15R's and available at a reasonable price. Of course I would like to have classic Red Lines but at twice the cost it's just not in the budget.

Updates and requests for money come in periodically from the body shop. I've not been there since dropping off the tub and body panels in September. Extensive media blasting revealed rust-through on several panels that I thought were solid. Rocker panels also had to be replaced. Cha Ching, Cha Ching!

Spoiler Alert! What went in as Mimosa Yellow will come out as French Blue. Color change was a tough decision as I really liked the Mimosa. We have another Mimosa in the club but the only French Blue 6 was recently lost in a house fire. I just hope it's the right way to go.

I have delusions of driving a finished car to the British Car Week Picnic in May, but there is a long tax season in between. The All Brit Show in September may be a more realistic completion target. Stay tuned!



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Bruce Collette & Mariani Drew, 1963 Spitfire

Greg & Nannette Miller, 1974 TR-6

WEDGE WORDS I

By Steve Olson

Us collector car owners are a tough lot to please. No matter how nice our car is we are never satisfied. If we visit a concours competition where every car is way more perfect than the day it rolled off the assembly line we will look for even the slightest flaw. And we keep looking till we eventually find a little paint chip or a speck of dirt or a hose clamp that is not period correct. Even the most wonderful, spare-no-expense restoration can't measure up to our standard of excellence. We will find something to complain about even if it is nothing more than tires that are too shiny or not shiny enough for our taste.

And we are almost as critical when it comes to thinking about our own cars. As we drive down the road and get a thumb up signal from passers-by we are thinking about the several niggling issues that we need to fix or minute blemishes we should eliminate. I suspect that even when our cars were new the owners were thinking about what they could do to enhance the performance or what accessories they could add to make the car even better.

We get in the car and turn the key. The starter cranks and the engine starts. We shift into gear and ease out the clutch and the car moves. We step on the pedal and the car accelerates with some degree of alacrity. We turn the steering wheel and the car changes direction. We step on the brake and the car slows down. These things should make us happy considering all the moving parts that have just performed their functions with considerable synchronization, but not us perfectionists.

We wonder if a new battery would have made the starter spin quicker or if we should have used more or less choke. Was there a bit of roughness in the way the engine idled? Did the shift lever seem as firm in our hand as it should? Was the shift throw as short and precise as it could be? Was there a bit of a stumble as we tried to gain speed? Did it take an extra second or two to get up to highway speed compared to modern cars? Was there a bit too much play in the steering? Was there a bit of vibration in the steering wheel like a tire was not well balanced or had a flat spot? Did the brake pads squeal a bit? Was there a slight pull left or right as we applied the brakes? And I haven't even started to talk about cosmetic issues. We each could list at least 100 beauty flaws our cars have that only we worry about.

It is good to try to make our cars as nice as we can. But perfectionists are always going to be disappointed with life in the real

world. Perfection cannot and will not be achieved by anyone now on this earth. We need to lighten up and learn to enjoy the good that we have and not fixate on the unrealistic perfection we wish we had. End of sermon.

"Striving for excellence motivates you; striving for perfection is demoralizing." Harriet Braiker



Kansas City Triumphs Club 40th Anniversary Celebration

Steve and Kim Peak (Chairpersons) are looking for club members to help collaborate and plan the club's 40th anniversary celebration in 2018. They need and want help filling in each of the following decades and would like to have at least one person per decade if not more. If you were involved in the club during these time frames, we would like you to share your stories, experiences, pictures, memorabilia, etc. and what you really enjoyed.

1978 - 1987

1988 - 1997

1998 - 2007

2008 - 2017

Steve and Kim will be setting up a planning meeting after the first of the year to brainstorm and gather ideas.

If interested, please call or email Steve or Kim at (913) 599-4379 or peak@everestkc.net

2017 Calendar of Events

April, 2017

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

May, 2017

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

June, 2017

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

July, 2017

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

August, 2017

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

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
 1st, Lawrence British Car Show
 17th, Officers meeting 6:00 PM Birdies
 13th-15th, Lake Garnett Car Show

November, 2017

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

December, 2017

7th, TR Club Holiday Dinner, Hereford House,
 Shawnee, 6:00 PM
 19th, Officers meeting 6:00 PM Birdies

January, 2018

4th, Club Night Out, Birdies 6:30 PM
 16th, Officers meeting 6:00 PM Birdies
 20th Annual Planning Dinner, Zarda Barbecue,
 5:00 PM

February, 2018

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

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

revised 12-1-17

Merry Christmas



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

Keith & Deborah Jordan Now Have a TR-3

On November 21, 2017, the Jordan's 1957 TR3 arrived via Reliable Carriers. Overall, Keith reports that the experience with Reliable was good, though communication early on could have been better. Overall he was pleased, but it was a bit nerve-racking watching the driver back it off onto the suspended platform to be lowered! Photos submitted by Keith Jordan.



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WEDGE WORDS II

By Steve Olson

My Triumph has been in the garage for quite a while now. And it looks like I will be pulling the engine out for a rebuild before I drive it again. It developed a tick, tick, tick sound, but only once the engine was fully up to operating temperature. I assumed it was a hydraulic valve lifter gone bad. So I changed the oil and tried adding magic chemicals that are advertised to solve that problem. But nothing changed.

So I used my big screw driver or a broom handle as a stethoscope and was able to isolate the noise to the rear cylinder on the passenger side. I removed all the many wires and hoses necessary to get the intake manifold off and looked at the lifters. None showed outward signs of wear but I replaced both of them for that cylinder. Knowing I had fixed the problem I took time to clean and paint some of the parts while I had them off. With new gaskets I reassembled everything and the engine fired right up and ran smoothly. But once hot it had the exact same noise.

Not being one to give up easily I went through the same process again and replaced the other 14 lifters thinking I had just not gotten the right one. Still no improvement or change.

Looking for a new approach I jacked up the engine as far as I could and removed the oil pan. I replaced the rod bearings which showed only slight wear after 130,000 miles and even the lower half of the main bearings which also showed little wear. When I reassembled the bottom end I had little hope that I had found the problem and sure enough there was still no change.

Stubborn as I am I went back a third time and more carefully inspected the lifters and cam lobes but did not find anything that looked like a problem. Possibly one of the new lifters was defective? So I moved each lifter to a new location to see if the noise would relocate. One more set of new gaskets and fluids and the engine was ready to test. Same noise, same location.

I have read about a fairly common problem with these Rover aluminum V8 blocks where the steel cylinder liners slide up and down in the block. Early on I even considered that as my noise but the ticking was at cam speed, not crank speed. Idling at about 600 RPM the tick was about 5 per second. If it were at crank speed it should have been twice that or so I thought. But I guess under compression the liner stays in place and only gets pulled down with the piston on the intake stroke. That is my new theory.

So if I ever get time and ambition I will pull the engine and send it off to a machine shop to replace the liners. Next question is how much to replace with stock components and how much to upgrade for even more performance. Once started down that slippery slope it is hard to get stopped.



Annual Planning Meeting

Mark your calendars for the Kansas City Triumphs Sports Car Club annual planning meeting;

Date: January 20, 2018

Time: 5:00 PM

Location: Zarda Barbecue (back room)

11931 W. 87th Street Parkway

Lenexa, KS

Members order and pay for your meal and drinks at the counter before coming to the back room. Bring your ideas on events we could have in the coming year.



CYNTHIA YIN, O.D.

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FAX 913.341.3901

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OVERLAND PARK, KS 66212

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TR-6 Rescue

By Don Oppliger

On Saturday, October 21, 2017, a group of Austin Healy Club (AHC) of Kansas City members went on a special tech session in Harden, MO to rescue a 1971 Triumph TR 6 owned by Rod Baker who is AHC member Joe Hallauer's brother-in-law. I recruited Rod as a new KC Triumphs club member. He is a retired Navy pilot and FedEx pilot who lives in Harden. As you can see in one of the photos he has a TR4A in the corner (hasn't run in 8 years), a very complete car just needing lots of TLC. If you look real close in another photo you'll see a little Crosley engine block on the floor.



[George, Tom, Dave working on the engine with Rod in the background]

The offer to bring back to life a British car that has been sitting for 15 years was irresistible to seven of our club members. Even though it wasn't an Austin Healey it was still British and there are many common components. We were like a bunch of ants climbing all over and under the car. Roger Hurst did the body work and paint probably 10 to 15 years ago but nothing was done after that. The main purpose was to see if the engine would



[George, Tom, Dave and Rod in the background]

be ready to turn and not seize up and to make a list of parts needed to bring it back to life. George Spaulding, Tom Spence (Club President) and Dave Wirken did get the engine to turn and did a pressure test on all cylinders. After removing the valve cover to inspect the valves and dousing them with oil, Dave put 12 volts to the starter solenoid and the motor showed it was



[Joe fussing (cussing) with the rea drums getting those pesky slave cylinder springs back on]

clear and ready to roar. The intake manifold with carburetors was not on the car but had been completely refurbished.

Joe Hallauer and I worked on the rear brake drums that were rusted and one was locked up. With some forceful persuasion it released and new slave cylinders were installed. Much work will be needed for the wiring to be sorted out. John Zumbrunnen and Gary Hodson worked on the tail lights getting them ready. Everywhere you looked there was something to be done. It reminded me, and I'm sure all the others, of how much work it took when we did our cars. Rod has a great work shop with heat and light so work can continue this winter with all the new parts. (Hope his wallet won't give out.)



[John and Gary working on tail lights]

Cool and Dark, The Trip, Part 2

By Jeffery N. Givens

Yes, I know, I left you hanging last month by ending “Cool and Dark, The Trip” a bit soon. And this month is the continuation, and hopefully, the conclusion. So, if you have not read last months “riveting” tale of Cool and Dark, The Trip, Part 1, I invite you to do so now. We will wait for you - - -

So, where were we, ah yes - - - I had already checked in to VTR Registration 16 August 2017 in Princeton, NJ, kicked around the parking lot filled with Triumphs for a bit, and then headed off to the Holiday Inn Express. Figuring I would wash the car later, I unloaded all of my “valuables”, locked it up, went to my room, cleaned up, and got ready to head back to Forrestal Village for the VTR welcome reception 6:30 – 9:00 PM. On the way, I found a car wash and performed the first cleaning of the car. It did not remove all of the grime of course, but the big chunks fell away in large quantity, and the car had a proud look to it. The welcome reception had a 60’s/70’s theme, and gave out prizes for the “Best Costume”, and the “Best Couple”. The music was played by a local group called “The Cranky Boys”. They were very good, the food was good, and the beer was better, not to mention the great camaraderie. I was not surprised that I did not win the “Best Costume” due to the complete lack of preparation on my part, but I thought I stood a pretty good chance with the “Best Couple” part of the competition, as my TR3A was my close “couple” on this trip. The judges ignored my pleas of course! By 9:00 PM the well attended welcome reception closed down, and I headed back to the Holiday Inn.

I parked in a reasonably sheltered area, put the car cover on, and trudged to my room. A quick breakfast the next morning (17 August), and I raced out to the parking lot to do my “pre operational TR3A maintenance checks” before heading out for the day. The car cover was slightly wet from a late evening rain shower, covered in small tree parts, a fair amount of “squirrel leavings”, and bird poop. A real mess to have to fold up. So, I found a plastic bag, stuffed it all inside tossed it into the trunk, did my pre checks, and headed out for the first event, a Time-Speed-Distance (TSD) Rally. The previous day I had put my name on the list as needing a navigator for the TSD Rally. None were found, but they let me make the run anyway by following a couple of other cars. I had a very scenic drive through the picturesque countryside without having to do any type of tedious navigating! I just enjoyed the scenery. Turned in my TSD Rally score sheet without a single mark on it, and they gave me “constructive credit” for the run. Everyone got a prize/recognition no matter how awful you may have faired! That’s what I call “competition”. It was great!



Jeff's 1959 TR3A

I had lunch across the street at a popular little French café. Excellent food! Met more Triumph friends, and then did three tech sessions in a row. John Nikas (the Director of Communications at Moss Motors) gave a great talk on where the “industry” has gone, and is going, from a future parts perspective. Business is good and getting better despite the fact that many of the cars have been restored. Triumphs and their parts are still a good bargain for the average restorer and collector according to Moss. Then there was a talk by Matt Bakes of Triumph Rescue relating mostly to the TR6 side of the house, and Kai Radicke of Wishbone Classics on the inline 6 performance and tuning. All were very good and informative. And of course there was a spirited discussion among several attending engineers and component builders about various oils, ZDDP, ethanol in the fuel, unleaded fuels, etc. The bottom line, all concerned seemed to use a wide variety of the above-mentioned items in their cars, and claim to have had good luck with all. The entire discussion left all of us non-engineers with an extreme variety of choices! Nothing was really settled, but several have stated they will have better answers next year. I do not think I will hold my breath on that one.

The Roadster Factory, with owner Charles Runyan, had a small “shopping area” set up inside the reception area. I could not help myself - I went shopping! There were sooooo many things, that I just knew I would use, sometime in the near future, or the very next time I started the car. And everything was on SALE!! Think how much I could save!! I started with a small bag, and then a small box, and then a bigger box. An extra tune-up kit, a u-joint set, carb gaskets, overdrive solenoid, starter solenoid, fan belt, spark plugs, oil pan gasket, valve cover gasket, real British electrical fuses (yes, they are different than the US variety), a set of wipers, tail light gaskets, etc, etc.! The “bigger” box would not fit in my trunk, and so I made an on the spot decision to let the Roadster Factory ship it from the VTR Convention. I had to leave the Roadster Factory shopping area before my credit card melted down!

I went out to the “free car wash” area and spent a little time cleaning my car and the “now quite nasty and well heated/cooked in the hot trunk” car cover (you remember the one that was damp, with squirrel leavings, and bird poop on it?). Cleaned the car and the car cover (lots of serious scrubbing), then put it back into the plastic bag in the trunk. Watched the first part of the Autocross Tech Inspection, and then got ready for the “almost 50 mile” ice cream run on the (Cont. next page)

far side of Princeton that evening. I drove past Revolutionary War period homes, trails, waterways, and small towns. A wonderful drive in the cool of the evening and quite well done!

Got back to the hotel late, parked the car well away from the trees, squirrel nests, and bird mini sanctuaries, and put the soaked car cover on. By morning, the car cover was dry with only a few bird poops visible – the day was already looking up! Did the 7:00 AM breakfast run to Mastori's Diner in Bordentown, NJ, and then raced back to start another scenic rally (with no navigator, but an assurance of special consideration towards my "constructive credit" by the judge). Everyone gets a prize! The scenic run went thru old downtown Princeton and on the outskirts of the University. I took a side trip and went through some parts of the University on a nice slow drive. Very impressive looking with well kept buildings. I got back to Forestall Village and watched the second part of the Autocross. The smell of richened exhausts, burned clutches, and heated brakes, along with screaming engines filled the air. What a great event, very well run, and managed. I am just guessing, but there had to be over 100 cars entered in the autocross. The celebrated marquee for this year's VTR was the GT6, a Michellotti-designed fastback "Spitfire", with a 1998 cc six-cylinder engine in a 1900 lb. unit-body construction. They were built from 1966 to 1973. 18 beautiful examples were presented at this year's VTR, and at least half participated in the autocross. Most had been modified to some extent, and were fast and loud. A great combination to be sure!

Thunder clouds were gathering, and it was getting ready to rain. I had already made the decision to drive north to Washington, NJ, and stay the night with my brother in law, Jeff Wiessler. The trip would only take about 45 minutes! What could go wrong on a New Jersey turnpike? 20 minutes later I had to stop and put the top on the car, the rain came 10 minutes later, and the traffic began to slow. By the time I got to Washington, NJ the traffic had slowed to 5 mph, it was raining like crazy, dark, and now bumper to bumper two lane traffic. The 45 minute trip took two hours! My brother in law was very nice though; he parked his car outside, and let my car park in the garage to dry out! What a guy!

The next morning the sun came out, all was wet but fresh, the car was a little bit dry, and my brother in law decided to come to the show with me. We had breakfast, and headed back to Princeton, NJ. Took only 40 minutes on a Saturday morning with no rain or traffic!

I washed my car, again, and found my spot in the parking area where the car show was being held. Mine is not really a Concours car, but The Roadster Factory Participants Choice area had my name all over it. We set the car up, and immediately started walking the area to see all of the other cars, especially the Concours area. A very well done and professional layout for the Concours area, and it attracted lots of people. All of the car owners that I saw spent plenty of time answering questions, pointing out specific areas on their cars that caused the most amount of agony during the restoration, and were all very proud of their "well heeled" machines. Only a few had driven their Concours car any great distance. One family had driven three of their Triumphs from Des Moines, IA, and two of the TR3's were in the Concours event. And they wore appropriate period clothing for the event. Quite impressive! We stayed for the remainder of the afternoon, had a short visit to the Hospitality room, and then headed back to Washington, NJ. I could not stay for the Banquet and Awards dinner, as my travels had to begin early the next day.

Sunday 20 August I departed Washington, NJ heading towards

the Washington, DC Navy Yard and Norfolk Naval Base in Virginia on business. On 22 August I would depart Norfolk Naval Base heading west towards the entrance of the beautiful Blue Ridge Parkway that begins in Northern Virginia, and ends south of Asheville, NC. More will be written for the next newsletter, "Cool and Dark, The Trip Part 3".



1935 Triumph Gloria "Southern Cross" on display in the hotel lobby.





Submitted by Paul McBride. Designed & crafted with love by Margaret McBride.



Submitted by Mark McCracken. Sad occasion: "Time to put our babies to bed for the winter".



Do you have a license plate photo or any photo you would like to share? Send it to your TR Times Editor at rgagular@aol.com



1957 Kansas Historic License Plate: Keith & Deborah Jordan's 1957 TR3A.



1967 Kansas Historic License Plate: Don & Donna Oppliger's 1967 TR4A.

Email to KC Triumphs SCC Members

From: **Rye Livingston** <ryel@mac.com>
 Date: Sat, Nov 25, 2017 at 11:41 PM
 Subject: Drive Your Triumph Day - February 10th

Dear Triumph Club,

Last year I reached out to as many Triumph Clubs as I could find around the world, encouraging everyone to celebrate Sir John Black's Birthday on February 10th, the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today.

I received a great response with close to 150 photos sent to me from all over the world: Australia, New Zealand, South Africa, Finland, UK, across the USA and more.

It's that time again to send out my request so it can be published on club websites, calendars and newsletters.

The concept is to go for a drive in your Triumph: on a country road, out to lunch, to the market, to work, where ever. Go for a drive alone or with a bunch of fellow Triumph Club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo. The photo is mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace is all-good. Then send me the photo with basic info: name and place photo was taken and the year & model of the car. Remember, this is a photo taken on February 10th.

Last year I posted all the photos online, <https://ttsc.shutterfly.com/pictures/3178>, and a large selection were published in the US national magazine of the Vintage Triumph Register, <https://vintage triumph register.org>

If you live in part of the world where your car is stored for the winter, or your car is in restoration, you can still participate. Take a photo of the car in the garage and send it in.

I've set up a special email address to send photos: driveyourtriumphday@gmail.com

For an example I took a photo on February 10th, 2017, of my "work in progress", or Rat Rod, out for a drive with my dog, Dixie.

Please contact me with any questions you may have, and thank you in advance for getting the message out to your members to drive their Triumph on February 10th.

Regards,
 Rye Livingston
 Activities Chairman
 Triumph Travelers Sports Car Club
 1960 Triumph TR3A
DriveYourTriumphDay@gmail.com
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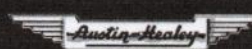
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913-469-4306

svehlewald@fry-wagner.com

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. In addition, all club members receive a 10% discount on parts from Victoria British. Don't have a Triumph or your car or cycle is not a showstopper? Don't worry – we welcome all Triumph enthusiasts!



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

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

New: _____ Renewal: _____

Name _____

Spouse _____

Address _____

City, St Zip _____

Phone () _____

E-Mail _____

Car Information
Year Model VIN / Commission # _____

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



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

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

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



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

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

Register for the Regionals at:
www.texastriumphregister.org