



Volume 40—Number 1 February 2018

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Director's Drippings

By: Steve Vehlewald

Well where did the Holidays go? Seems so long ago now, we went from all the anticipation and excitement of the holidays that quickly moved into the very cold and somewhat snowy conditions and then back to the 50-60's all in a span of one month. The holidays seem like distant memories now.

Now the anticipation turns to warmer temperatures and longer daylight hours returning. It's the same type of anticipation we had as kids when we could not wait for school to end or the beginning of baseball or football seasons.

While we are on the subject of anticipation, the planning calendar will be out soon, one of the things high on my anticipation list is the Triumph Club 40th Anniversary party. The date and venue have now been set. The celebration of the club's founding will be on September 22, 2018 at the Uncle Bucks Restaurant at the Bass Pro Shop in Olathe. There will be plenty of room to bring our cars and visit with friends. Not many car clubs remain active and growing after forty years, especially considering it has been 37 years since the last car was produced.

Oh and I promise to not use the word anticipation in the next newsletter!

If you are interested in helping with the planning of the 40th Anniversary party or have some memorabilia to share, please contact Steve Peak or any other club board members.

Since the last newsletter we had the well-attended Holiday party at the Hereford House and the planning dinner meeting was on January 20 at Zarda BBQ.

I am ready for spring and the Olpe Chicken run which is scheduled this year for April 14.

**Annual Olpe Chicken Run,
Olpe, Kansas
April 14, 2018**

Save the date, details to follow!

**Kansas City Triumphs Club
40th Anniversary
Celebration**



Steve and Kim Peak (Chairpersons) are still looking for club members to help collaborate and plan the club's 40th anniversary celebration in 2018. Please help by volunteering.

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

WEDGE WORDS

By Steve Olson

With the outside temperatures in negative numbers my garage has been a bit too chilly to work in. So I pulled a book off my shelf that has been sitting there for years waiting for me to open its cover. The Brooklands book, "Triumph TR7 & TR8 1975-1982" is a thin soft cover that republishes magazine reviews written in various magazines when the cars were being produced. I probably bought this book from a vendor at a car show somewhere or perhaps it was a gift. I may have glanced briefly at the few pages referring to the TR8 but never read anything about the much more common wedge.

The book isn't exactly a page turner and we all know how the story ended. Much of the information, like the specifications, is repeated every few pages by a different author. Only a true wedge lover would be able to carefully study each page. So I will attempt to give a summary for the rest of you.

The first thing that struck me is that reviewers on our side of the pond gave generally favorable reviews. They didn't gush about loving the drastically different styling but they didn't express hatred either. They compared the TR7 to the model it was replacing, the TR6. They all agreed it was as quick or very slightly quicker in almost all tests. They all found the handling greatly improved. They all found the ride quality extremely better. They liked the heating and ventilation upgrades. They liked the seating and personal space inside the cabin. Most found the steering either too heavy or too light. They said the brakes were OK. They found the power adequate but of course wanted a bit more. And nobody liked the 4 speed transmission. Low gear was too high to start up steep hills. Shifting was slow and stiff. And highway cruising needed a taller gear. Though this transmission that made its first appearance in the Austin Marina had been equipped with overdrive as an option in the Dolomite and the Spitfire, none was offered in the TR7 but should have been.

On the other side of the pond the reviewers were not as pleased even though their cars came with 105 horses instead of the 90 we got here. Perhaps they were just angry that all cars for the first year were built for and delivered to us while they just had to wait. They compared the 7 to the Fiat X19 and the Datsun 280Z. They lamented the retrograde step back to a solid rear axle from the independent rear suspension (IRS) of the previous TR's. They did admit that it performed better than the compromised IRS that Triumph had built on the cheap and adapted to an existing frame. They had hoped for a mid engine car and were disappointed the wedge was conventional front engine/rear wheel drive. Of course they hated that no convertible was offered. They found the power lacking. They kept hoping the 16 valve option from the Dolomite would be offered. They openly hated the styling. And they too found the transmission and gearing all wrong for a sporting car. Plus the ash trays were so small that the ash from a single cigarette nearly filled them!

Later on there was a sun roof and a 5 speed and a convertible but these "experts" still were not happy. Even the V8 engine didn't satisfy them because it was detuned a bit for emissions control. Apparently a sports car needs to be a more brutal machine lacking any creature comforts that can only be enjoyed by Manly Men with high pain thresholds. But the TR7 outsold all those "real" TR's and gave the company one last chance of survival.

Time for a Rebuild

By Ed Curry

My TR6 restoration progressed slowly since the last writing. While the tub and panels were at the body shop, I intended to complete the reassembly of the chassis. Some work was done but negative degrees weather, holiday commitments and a three week, warm weather vacation slowed progress. It's important to install everything on the chassis now as it's easy work with the body off.



Meanwhile the resto shop filled their commitment and sent terrific pix of the finished body. If I have any hope of driving to the British Car week picnic on June 3rd, I'll have to start hustling. That will be difficult now that tax season is on.



The good news is the body is ready but the pickup logistics will be daunting. They involve negotiating a day off for myself and able body assistant, reserving a rental truck and car carrier, arranging for acceptable weather, driving an hour and a half to resto shop with the chassis, mounting body on chassis, driving home to unload and returning rental rig, all within daylight hours. Whew! Stay tuned.

2018 Holiday Dinner

On Thursday, December 7, 2017 we celebrated our annual holiday dinner at the Shawnee Hereford House. It was well attended with approximately 48 members in attendance. Everyone had a good time as seen in the photos below and on the next page.



2018 Holiday Dinner (Continued)



Cool and Dark, The Trip, Part 3

By Jeffery N. Givens

The saga continues as I regale the masses on my “risky behavior” driving a 1959 TR3A on extended distances, in traffic, and in major metropolitan cities in August. There are many who claim this cannot be done, but willpower, a AAA card, and a “deep pocket” credit card (only to be used in the most dire of circumstances), can break through this log jam of DOUBT. Will the car make it? Will the driver make it? Will his or her significant other put up with it? All good questions to be answered within the next couple of pages! So, let us begin.

I was remiss in not including the photo of Macy’s Garage in Tipp City, Ohio during Part 1, and I include it here. A great little shop with a picture of TR’s at their final stages and awaiting completion. Everything about their shop is professional, and well organized. The TR3 that is the closest in the picture is painted Winchester Blue. Absolutely gorgeous up close, but Standard Triumph only offered the color for one year, as it was determined not to be a popular color. Although my TR is red, the British Racing Green, Powder Blue, and Winchester Blue are great colors for our little cars, and some of my favorites.



So, there I was, early morning, 0500 hrs. outside the Holiday Inn Express on 22 August 2017 in Norfolk Virginia. My business at the Naval Base was concluded! A light rain the evening before had softened the large quantity of “bug atrocities” that were committed by the TR during “high-speed motoring” (also referred to as moving at “full chat”, in British parlance). The bug mess was easily swept away, and suddenly, the windscreen was more or less reasonably clear! Under the hood, the carb dashpots were checked, hoses, fittings & wires were checked. Engine oil at ½ quart low, coolant checked, brake/clutch reservoir checked, battery cables checked, air pressure checked, and last but not least the wire wheel hubs were checked for tightness. The engine started immediately, I allowed it to warm a bit, all the gauges settled in nicely, and all registered at “normal” for my car.

By 0600 hrs. the TR continued into the Cool and Dark, in the direction of Richmond Virginia, and then further to the entrance of the Blue Ridge Parkway. The entire Hampton Roads/ Norfolk area has the potential of becoming quite congested, but I was leaving the area, as everyone else was coming in to his or her workplace. Got on I-64 quickly, passing through Hampton

Roads bridge and tunnel complex, which goes under the Chesapeake Bay, while making as much exhaust noise as possible in the tunnel! What a glorious sound early in the AM with the top down waving at all of the people going to work. I got off of I-64 shortly after the old Fort Monroe National Monument and got on the intercostal road, State Hwy 60. Not a busy road at all early in the morning, and passed through Fort Eustis, Yorktown, and old Williamsburg, finally getting back on I-64 at Highland Springs. The Richmond traffic was busy and slow, but moving, and within 40 minutes I was out of the city heading west at “full chat”. 10 minutes later, a problem developed. A true dilemma!

No, the dilemma was not a car problem. The road sign read “60 miles from Monticello, the home of Thomas Jefferson”. This was a problem, as it would put a dent in my timing getting to and through the Blue Ridge Parkway if I stopped. But I had to stop. There was just no way I could pass it by, it was so close. And, we are related in a very distant sort of way, as Thomas Jefferson’s wife was a Randolph, and his daughter Martha (nickname Patsy) married her third cousin Thomas Mann Randolph in 1790 (having 11 children who all lived!). The Givens clan (or McGivens originally) are related to the Randolph’s multiple times going back to the year 1107. So, I stopped at Monticello.



It was a winding and curvy drive up the hill, the exhaust note of the TR telling me the hill was steep, but the scenery was tremendous, and the day was clear. (Continued next page).



I pulled into the parking lot, started to button the car up, and 30 minutes later was walking up the hill to the Monticello entrance. Why 30 minutes later? A small crowd had gathered around the TR, and they had to see the car. The hood up, the hood down, the trunk up, the trunk down, in the seat, out of the seat, pictures from the front, pictures from the back, and it went on. Now I know what the celebrity lifestyle is like! Although I looked quite dashing in my black leather jacket, string back driving gloves, white scarf, hat, and very cool sunglasses, the crowd was not there to see me, just a high mileage 1959 Triumph TR3A from Kansas.

My intention was to spend 2 hours maximum roaming the grounds of Monticello, but that did not work out very well. It was so interesting and educational that I ended up taking every tour, walking the entire estate, read every sign, and spent an hour in the gift shop, and 30 minutes at the Jefferson/Randolph Family cemetery. The park officially closed at 5:00 PM, but the walking trails stayed open and clear. I got back to my car at 6:30! It was getting a bit late to “hit the trail” so to speak, so I quickly brought up the “Holiday Inn Express AP” on my phone, and got the last room at the hotel in Waynesboro 35 minutes away. Waynesboro is also, conveniently, the entrance to the Blue Ridge Parkway as the Parkway is a restricted access road with very few entry and exit points.

The short trip down the Monticello Mountain, through the outskirts of Charlottesville, and then into Waynesboro had winding scenic roads, small villages, and memorials to small Civil War battlefields. Seeing some of the old antebellum homes brought to life some of the movies that depict farms and villages of the Civil War. Quite the sight actually. By 7:30 PM I was at the hotel, the TR was “put to bed”, the bags all out, and I was resting. A productive and educational day by all accounts!

I was up by 4:30 AM, packed up and in the TR by 5:30 and on the road shortly thereafter. A fast breakfast at the McDonalds, and I headed to the Blue Ridge Parkway entrance. The Parkway entrance had a small building that provided lots of information on the Parkway itself, and the all-important Route Map. It is impossible to get lost on the Parkway, as it is a single road with no turns. But, the Route Map gives the entry and exit points along the Parkway so travellers can get fuel, food, and lodging along the way. With only a few exceptions, the Parkway does not have any food, fuel, or lodging on its route, as this is supposed to be a scenic drive and not a shopping destination (according to the National Park Service or NPS). The NPS says “The Blue Ridge Parkway is a slow paced relaxing drive that meanders 479 miles, consisting of stunning long-range vistas, close up views of rugged mountains, and pastoral landscapes”. The Parkway is a wide two-lane blacktop that begins a few miles outside of Waynesboro, Virginia, and ends approximately 79 miles south of Asheville, North Carolina.

I performed a final and quick maintenance check of the TR, and then entered the Parkway. Although the speed limit of the Parkway is a mere 45 MPH, the few cars and pickup trucks that I encountered had local plates and were traveling at around 55 MPH. A perfect speed for the TR on this road. Lots of gentle turns, switchbacks, hill climbs, mountain climbs, blind corners, scenic overlooks, steep drops, small rest areas, big rest areas, walking trails, etc. Too many and too much to recount! A truly beautiful route with friendly people at every stop. It was extremely rare to see another road, a house, or any type of built up area at any place along the Parkway.

Parkway area names like Humpback Rocks, James River, Otter River, Peaks of Otter, Rocky Knob, Mabry Hill, Cumberland Knob, Doughton Park, and Moses Cone just to name a few,

passed through the rear view mirror of the TR. With the top down, leather jacket, cool sunglasses, scarf and hat, to say nothing of the string back driving gloves, all went well, and quickly! The majority of the time, I had the Parkway to myself keeping a sharp eye out for the local wildlife, as the TR did not want to “challenge” any to a road duel. I have included some pictures of the scenic views in this article. The scenery was just plain stunning. (Continued next page).



About 3:30 PM I pulled into the parking lot of “Peaks of Otter” Parkway motel. I parked right next to a white 1965 Ford Mustang that had its hood up, and small toolbox sitting on the ground with a variety of tools spread out. The Mustang was in very good condition, nice but worn interior, no dents or rust, and had local tags. I walked in to the registration desk, checked in, and asked about the Mustang. The lady said, “Oh, that is Bobbie’s car and Bobbie works here”. And with that bit of information I went back out to my car and started unloading the bags. “Bobbie” showed up a few minutes later, and to my surprise was a young high school girl, who had owned the Mustang since she was 14 years old. In addition to asking me about the TR, and getting a complete “tour”, she took me on the “tour” of her Mustang as well. I was quite surprised at her level of knowledge about the Mustang, as she was the mechanic for most items that either went wrong, or needed restoring. She was working at the Peaks of Otter for the sole purpose of buying parts and restoring her Mustang. She had just finished putting a new set of fan belts on her car, as the old ones had “given up their lives” in the parking lot earlier in the day. She said she always kept a spare set in the trunk! Sounds like TR owners.

I spent a nice evening at the Peaks of Otter, walking the lighted trails with a fine adult beverage from their sports bar and restaurant, and then a restful sleep. Got up early, as usual 4:30, and started prepping to depart. Performed all of my pre-operational checks (under the parking lot lighting), topped off the carb dashpots and added a pint of engine oil. By 6:00 AM I was checked out of the motel, and on the road, planning to stop for breakfast in a few hours at a restaurant/gift shop located on the Parkway. The morning drive was crisp and cool, no wind, clear sky, and no traffic. The scenery was once again, stunning with wide varieties of terrain, hills, mountains, and incredible bridges. By midmorning the restaurant was in view and I was ready for a break. I parked just to the right of 15 or so motorcycles that had just pulled in, and to the left of a 2015 Alpha Romeo 4C! What a scene it was as we were all looking at each other’s “rides” and asking lots of questions. The old red TR gets lots of comments!



Breakfast took 1.5 hours! Many of the folks at breakfast were there to view the eclipse and take advantage of the clear roads and roadside parks of the Parkway. For me and my purpose, the eclipse was great! Everyone pulled off the road getting ready for the eclipse viewing, and I had a clear roadway, no traffic at all. I raised my speed to 60 and 65, in the corners, out of the corners, up the hills, down the hills, time and again, for several hours. It is difficult to put all of the “fun” into words! I spent the night with some old Army friends in Sparta North Carolina, as they live 500 feet from the Parkway.

Good friends, an outdoor grill, steaks, whiskey, port & cigars with the slight aroma of gasoline, oil, and grease in the background as my old TR marked its territory for the evening. What a trip! Next month I will bring you the final chapter of Cool and Dark, The Trip.



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Baha TR3 submitted by Kenny Wymore



Jim Conner, 1972 Spitfire

Chris & Heather Crouch, 1970 Spitfire GT-6

Van & Gloria Davidson, 1972 TR-6

Richard Faulkner, 1973 Spitfire



Posts



Top left & right: Bob Haefner & his 1951 MG-TD. Below: Chrysler flathead 6 "Spitfire" head submitted by Kenny Wy-more. Bottom left from Stan Endecott, "My daughter had to get the Spitfire out on Christmas Day and take everyone for a ride, although I was unable to go myself , I enjoyed watching others take a ride".



2018 Calendar of Events

January, 2018

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

February, 2018

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

March, 2018

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

April, 2018

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

May, 2018

3rd, Club Night Out, Birdies 6:00 PM
5th, Shawnee Mission West Band Car Show
15th, Officers meeting, 6:00 PM Birdies
28th-June 3rd, British Car Week

June, 2018

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

July, 2018

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

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

August, 2018

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

September, 2018

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

October, 2018

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

November, 2018

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

December, 2018

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

January, 2019

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

February, 2019

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

Revised 2-6-18

More Club Events for 2018

By Ed Curry

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

The list includes:

Weston, MO Car Show-monthly
 Leavenworth Art Show-Prisoner Art
 Cars & Coffee Downtown Lawrence, KS
 World War I Museum
 Holy-Field Winery in Basehor, KS
 Crooked Post Winery-Ozawkie, KS
 Emporia, KS Downtown Tour
 Armacost Museum- Grandview, MO
 Topeka, KS Old Town
 McPherson, KS College Car Show- May 5th, 2018
 Ottawa, KS BBQ
 Harley Davidson Museum
 Museum of American Speed, Lincoln, NE
 Amelia Earhart Festival Atchison, KS July 20 & 21 KCMGC
 KCMGC- Slim Run
 Drive in Movie Night
 Combat Air Museum-Topeka
 City Market-Art of the Machine Car Series -Sundays in the summer

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



Submitted by Steve Vehlewald (sent to him by his brother in Colorado).



"Imagine driving your LBC to church", submitted by Bob Haefner.

FEBRUARY 10, 2018 Sir John Black's Birthday, Drive Your Triumph Day. A Worldwide Event

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://ttscc.shutterfly.com/pictures/3178>, and a large selection were published in the US national magazine of the Vintage Triumph Register, <https://vintagetriumphregister.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

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

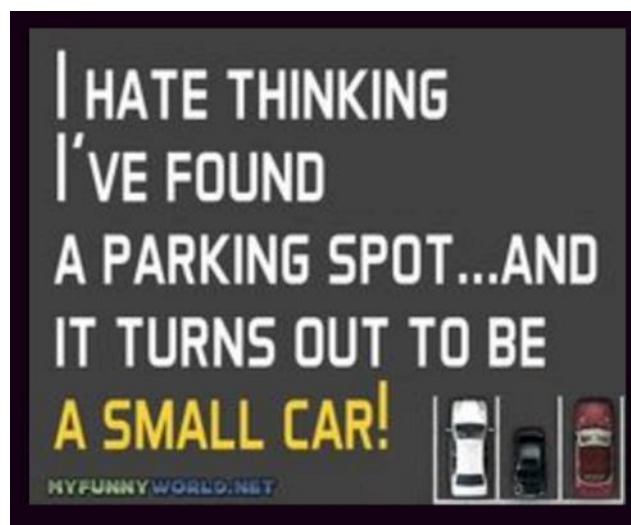
PH: 530-FIND-RYE



"Are you getting your LBCs ready for this upcoming spring and taking a picture for Sir John Black's Birthday?" Submitted by Mark McCracken



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.



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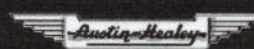
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Car Information
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Add additional cars or cycles on the back. We look forward to seeing you!

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



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

Mark Gillissen, Treasurer
9131 Darnell St.
Lenexa, KS 66215
913-888-4565
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Club Director
Steve Vehlewald
913-469-4306

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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:
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