



Volume 40—Number 4 August 2018

Directors Drippings

By Steve Vehlewald

The Triumph Club is 40 years old in 2018 and a lot of planning for a celebration on September 22nd is underway and almost completed. Around the time this newsletter is published the organizers and planners Steve & Kim Peak will send invitations for the party at the Bass Pro Shop location in Olathe. Steve & Kim have done an outstanding job, planning, organizing and guiding the event committee with the goal of having a nice event for the club.

Early on Steve and Kim envisioned taking an aerial picture of the cars lined up in a 40 pattern. We were able to make this idea a reality on a hastily arranged date to avoid the predicted weekend rains. Because of my usual success at scheduling things that have conflicts with weather, we decided to move the date to a weekday instead of the scheduled Saturday July 28th date because of the predicted rains. (Of course, since I moved the date it did not rain on Saturday July 28th at noon, however it almost rained on the new date when the prediction was no chance of rain!)

We had 27 cars show up to be part of this picture. In the 9 years I have been a member of the club I do not recall that many club cars in one spot for an event. (I hope this bodes well for the 40th Anniversary dinner.) We lined up the cars for the “40” pictures and we tried several arrangements. My favorite ended up being the giant 40 that a number of folks jumped in to arrange.

One of the attendees of the picture event put it best. *“I had always heard the TR Club was outstanding in its field. It certainly was last night. A fun event. –Bob Purcell*

Plan on attending the 40th anniversary party on September 22nd, it promises to be as much fun as Bob stated, “outstanding in its field!”

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40th Anniversary Commemorated by the numbers.
2018 July 25 a FUN Day

Great Day for a Picnic & Emergency Tech Session

By Warren Wood

Club Director Steve Vehlwald was happy to see perfect weather on June 3, the date of the Club's annual picnic culminating "British Car Week." (Steve's recent scheduling history in respect of the weather has been less than stellar.) The picnic again was held at Shelter No. 10 in Shawnee Mission Park, and the



turnout was impressive. Good thing this shelter house has a large parking lot nearby because it was nearly filled with our Triumphs as well as cars of other British marques – an assortment of MGs including three MG T-Series cars, a Morgan, a big Austin Healey and a Sprite (Somehow a Porsche wandered in, too.). Attendees enjoyed grilled hotdogs with all the fixings and a great selection of side dishes and desserts.



Extra-curricular activities included an emergency tech session involving missing hardware connecting an MGA's clutch slave cylinder to the clutch operating shaft assembly. This all started when a passing motorcyclist stopped to view all the interesting cars in the parking lot. (I didn't catch the cyclist's name; I'll just call him "Cycle Guy.") Cycle Guy was intrigued by an MGA coupe owned by local MG Club member Tom Berry. After a brief conversation, Cycle Guy asked Tom for a ride in the MGA, to which Tom agreed. Shortly after exiting the parking lot, Tom lost the ability to operate the clutch. Long story short, the clevis pin connecting the car's clutch slave cylinder push rod to its clutch release lever had fallen out, and the clutch was rendered

inoperable.

Tom managed to coax the MGA back to the parking lot shifting gears by matching engine rpm, and an emergency repair session ensued. Cycle Guy retraced their route on his motorcycle, and amazingly he was able to find the tiny clevis pin by the side of the road. Tom had trouble raising the MGA high enough using a small scissor jack, so Club member Steve Peak called his son,



Christian, to bring a more substantial floor jack to the parking lot. Christian was happy to comply as it gave him an opportunity to drive his dad's newish pickup truck. Once the larger jack arrived, the MGA was elevated enough so that Tom was able to get under the car to where he could leverage the slave cylinder push rod and reconnect it to the clutch release lever with the clevis pin. A cotter pin from Jeff Givens' ample supply of spares in his TR3 allowed Tom to secure the clevis pin to complete the repair, and the MGA was ready to roll again.



Tom Berry was most appreciative of all the help from our Club's members, as expressed in an email the next day: "I want to thank all of those in the Triumph Club who came to my assistance when I had mechanical trouble with my MGA Coupe at the picnic yesterday

That's what it's all about – helping a friend in need.

Drive Your British Car Week Picnic Photos

Shawnee Mission Park, June 3, 2018



Drive Your British Car Week Picnic Photos (Continued)

Shawnee Mission Park, June 3, 2018



Drive Your British Car Week Picnic Photos (Continued)

Shawnee Mission Park, June 3, 2018



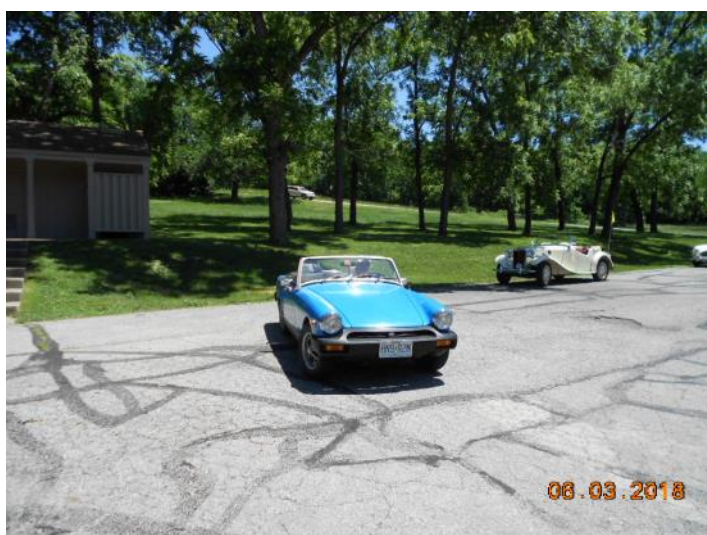
Drive Your British Car Week Picnic Photos (Continued)

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Drive Your British Car Week Picnic Photos (Continued)

Shawnee Mission Park, June 3, 2018



1962 TR-3 For Sale

A complete rebuilder with extra set of front and rear fenders, rear end and under carriage parts. Also many new parts and a collection of TR3 books and repair manuals. I have the title and am ready to move it quickly. It has been garaged since 1982. Asking price: \$4500.00.

Rod Schonberger
22620 W 51st Street
Shawnee KS 66226
913-522-7971



A Great Auction Find

By Bob McBean

When our son, Ken McBean was a marketing senior at K-State he found a 1966 TR4-A in thousands of parts spread over a double garage in Manhattan, Kansas, and it was for sale! He and his engineering room-mate Paul Rupp, who now owns New Concept Auto Service adjacent to the main Overland Park (OP) Library determined that they could rebuild this material into a great car, perhaps with a little purchasing help from me. On the technical side and for parts assistance Gary Davis and Paul McBride would be very helpful. Well, it is a long (several year) story but after garages in OP, Austin TX, and Raleigh NC (where Ken still lives) the TR4-A looked and ran great. But finally, Ken married, had twin girls, two large dogs, a home with a one-car garage, two family cars and one TR4-A. So, the TR4-A had to be reluctantly sold. For the next couple of decades Ken kept looking for his old TR4-A. He never saw it, so he decided to check out an auction in March 2016 about 90 miles from Raleigh to refresh his memories.

At that auction he purchased a 1967 TR4-A, which he has been working on, but this story is really about another find at that auction. The background is that Ken's son Brady had graduated from high school and Ken wanted to have he and Brady restore a car together. At this auction he met a guy that said he had a 1969 GT6+ on his property that he swore was rust free. So Ken was interested if this could be a car for their restoration project. The next week Ken and his wife drove to view the car and it seemed as stated. The only question was whether the engine would turn over. From this point in my story I am going to give you Ken's words as he wrote them for me:

"The owner, who had previously owned a GT6 and ran a foreign car repair shop for 30+ years, loaded the GT6 onto a trailer and drove it to his shop on the other side of his property where he not only turned the motor over, but even got it to fire up. After he made a few repairs for me, I drove it home without issue (a hot day in a hot car – made hotter with no transmission tunnel cover, carpet, etc.)"

"In May of 2016, Brady entered the GT6 in a local all British car show in the "diamond in the rough" class just for fun, got second place, and then we started tearing it down the following day. We never took the body off the frame, and for that matter never took the engine block out – but removed everything off the block, firewall, and all other components inside and out for paint/body work (outsourced to a local shop) – so a great base to work from."

"As Brady was away for college, he was not able to routinely help other than occasional on weekends at home or school vacations. But when he was home we always accelerated through sticking points I was having on my own. We even hosted a tech session with our local Triumph club where we made good progress in a few areas. After almost two years we got the car to a point where a pro was needed to get us to the finish line. So onto a trailer it went for final wiring fixes (there were many), along with several other repair areas including initial start-up,

etc. Although we never rebuilt the motor or overdrive transmission, the car runs great – starts, drives and stops just like it should with all components working perfectly. Brady and I finished the interior and exterior trim work after getting it back home, had some new wheels put on and aligned. The day after we finished I drove the car to an all-British show on the coast of NC where it won first in its class. On the drive to the coast the speedo stopped working, but outside of that everything else still works great. I wish my TR4-A started and ran as well!"



Carthage, MO, Car Show, June 8-10, 2018

By Larry Taylor

We met at Rick and Monica Mills' [MG Club members] home in Grandview at 12:30 Friday afternoon, June 8. I had to do a quick tech session before we left to loosen up the peg on my steering box. I had adjusted it the night before to try to take out some play, but got it too tight. In all we had eight cars in the caravan. From the club was Ron Ray in his Austin Healey, Diane Cotton in her MGB, and me in the TR-3 plus five MG's. No sooner had we left, I had to stop for another tech session to reconnect a spark plug wire that came loose from its connector. With that done, we were on our way. The trip to Carthage was a little hot, but otherwise uneventful.

Friday evening was a complementary BBQ in the parking lot of the motel. A lot of great food and comradery. We met up with Steve and Carol Olson who drove down separately in their Midget. I guess my custom now is to bring the Margaritas, and I served about 20 that night. Fun was had by all!



The next morning it was a quick breakfast and off to the car wash before driving to the show which is held on the courthouse square. As you enter the square, they take complementary pictures of you and your car before lining up for the show. The morning was a little hot, but they had plenty of water on hand and there are large shade trees around court house. There are also a number of shops around the square where you could get out of the heat. The people's choice voting ended about 2:00. A drive that had been scheduled for about that time was cancelled due to the heat so it was back to the motel for a quick nap before the banquet.



Our group met at the motel for a happy hour before going to the banquet and finished off the last of the Margaritas. The dress theme for the banquet was the wild west. The only person in our group who dressed up was Diane Cotton who dressed as Señor Cotton, wild west bandito. Most had to do a double-take to even recognize her, and she ultimately won the best costume at the banquet.



The banquet was held at the local high school with food catered in from one of the local BBQ joints. I got second in my class out of four TR-3's, being beat out by a freshly restored TR-3 from Arkansas. Most of the other members also got awards with several first place ones. As they present the awards, they project a picture of the car on a screen so you can recall which one it was which I think was a very nice touch.

Breakfast Sunday morning was at the home of David and Rhonda Thorn. Their house is a large late 1800's old money three story Victorian. (Continued next page)

On the third floor, in what I assume was once the ballroom, David has his man cave with a large collection of neon signs and all types of other collections which he graciously allows you to tour. After breakfast it was back on the road with a quick stop in Lamar so Rick and Monica could get a picture of Harry Truman's birthplace for the Moss Motors Challenge, and I was home by about noon.

This show is sponsored by the Greater Ozarks British Motoring Club, and it is a very nice show. This was my third year to attend, and I plan to go back next year. There were not many Triumphs there, and I hope this write up will encourage others from the club to attend next year.

Time for a Rebuild

By Ed Curry

Our British Car Week Picnic was a rewarding event for me in that it was the conclusion of a yearlong restoration of my TR6. I had driven the car to the prior year picnic and began a total frame-off restoration (with color change) shortly after. So it was very gratifying to drive it that day. But "conclusion" is never a good word to use with any LBC as we all know the tinkering never ends. My car was drivable but minor details like the interior, top and all wiring had not yet been finished. Little things like that never stop me from driving. I did get quite a soaking the day of the MG Barn Party. It was a beautiful day in the Basehor county side but slightly east was an unpredicted rain shower. I keep smiling although I must have looked like an idiot in the pouring rain with no top. Lucky the interior was not installed. All I needed was a bailing cup!

There is a show in late July that may motivate me to finish some of the details. In the meantime I've focused my attention on sorting-out mechanical gremlins. Right from startup there has been a squealing noise from the back of the engine. It took some time and lots of opinions from club members to pin point the issue as the throw-out bearing. Research suggested adding either a puller or pusher spring to the clutch slave (see photo of pusher spring). Neither strategy worked. TR4's have a puller spring and adjustable rod but TR6's use a spring inside the slave



to automatically adjust bearing pressure. There's nothing to adjust. The only option now appears to pull the transmission and sort it out. Needless to say I'm not happy about the prospect and that further complicates the decision to finish the interior. I'm a procrastinator and so will not be doing anything soon.

My last adventure was door reassembly. TR3 owners should really appreciate the lack of rollup side windows. TR4 and 6's have the same antiquated regulator that is a bear to reinstall. Add to that poorly fitting fuzzy trim and glass seals sourced from our local supply company. After hours of work you're never sure if trim parts will stay in place or drop into the door never to be seen again. Simple things like attaching window cranks and door latch handles are so frustrating that anyone who has attempted it will not soon forget.

I should probably put the top on for the fall. I did buy the top on sale and have done several top installations in the past. That is just enough to know what a hassle it is installing all those snap fittings so I'll probably put this off until the next show. The All Brit Labor Day Weekend show is coming up. It seems like club events are a great motivator to get things done.

Barn Finds

Submitted By Ben Rust

Club member Ben Rust continues to find cars literally in barns. He has found two Saab Sonnets by where he lives and has acquired both cars from the original owner. Both cars have been off the road since 1986.



Holy-Field Winery Concert Photos

June 22, 2018

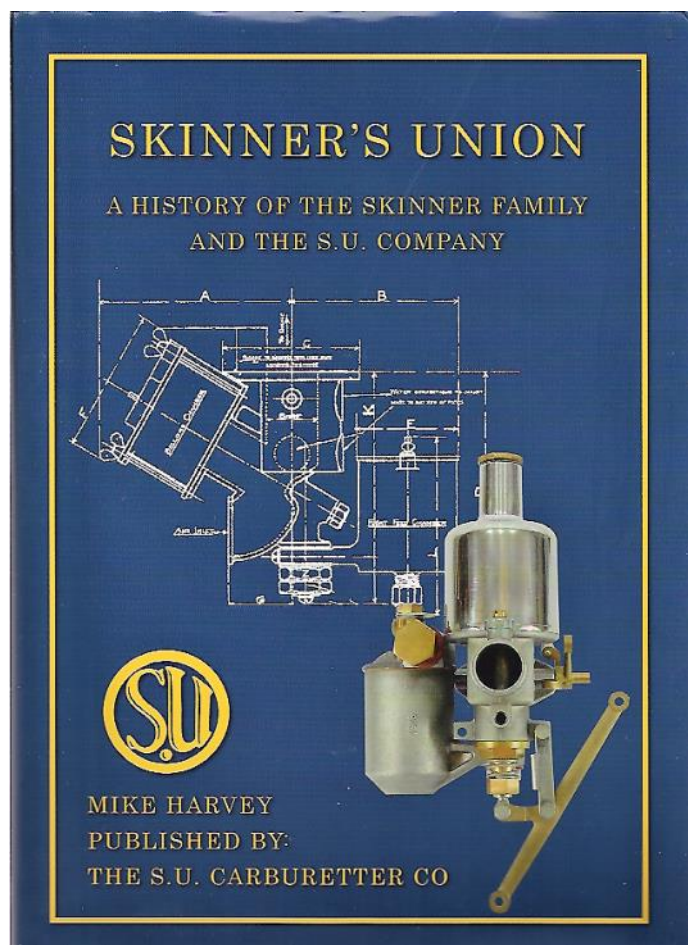
Club members Paul & Margaret McBride (organizers), Mark & Tammy Meyer, Larry Taylor, Mark & Judy Gillissen, Bob & Kim Aguilar, and Steve & Kim Peak were in attendance to listen to Billy Ebeling & the Late For Dinner Band. Also in attendance were guests John Korsak (drives a supercharged TR6 from Emporia) & girlfriend Judy Swanson (from Topeka). It was a beautiful and fun night.



Book Review: Skinner's Union - Mark Harvey

By Paul McBride

This recently published book about SU Carbs may seem a bit in the weeds but for those of us who have a lifelong interest in British motorcars it is most welcome. First a word about what it isn't – a shop manual and servicing specification. Instead this book is a history of the Skinner Brothers, Bert & Carl, and their invention of a carburetter. The spelling of "carburetter" is unique to the Skinner's. Very early in the 20th Century the brothers experimented with a device of their own on their Star motorcar. A prototype was developed, patents were awarded, and production began in 1908.



needle from a jet simultaneously increasing the desired mixture to match the engine speed. An ad in "The Motor", 1911 called the SU an absolutely automatic carburetter. (See photos) Further development, replacing the leather bellows with a brass suction disc, and many other developmental changes are chronicled through the 1970's.

3145-October, 1911. (Supplement to) The Motor

SU CARBURETTER

... An Absolutely Automatic Carburetter, which will supply a Perfect mixture at any Engine Speed—and will do so almost indefinitely without attention. It will be on view at Olympia, STAND No. 172

SOME USERS' OPINIONS.

Mr. Porten Road, Newton-Town, London, N.W.
 4th August, 1911.
 Dear Sirs—I have great pleasure in letting you know that the SU Carburetter you fitted to my 15 h.p. Hunter is going splendidly. I can get the full speed out of it when I require, and I am the most pleased with the quiet and smooth running at a slow pace on top gear. I can get twenty-five miles to the gallon. It is a pleasure to drive such a smooth, flexible car, all due to your carburetter. Engine picks up quickly, more power on hills and flexible in traffic. I am, yours truly,
 F. G. HANCOCK.

41, Hertford Street, Macclesfield, W.
 4th October, 1911.
 Dear Sirs—With reference to the SU Carburetter you supplied me with, and which was fitted by the Lupton Engineering Works, I am pleased to say it turned out most satisfactorily. I had an average 30 miles to the gallon, and had done over 1000 a run over 200 miles; my car, you probably know is a 25 h.p. Mercedes and apart from the saving in petrol I got an improvement in running, being able to run at practically any speed on top gear. I am now thinking of having one fitted to my 20 h.p. car and shall be glad if you will quote me for supplying one.
 Yours faithfully,
 R. L. FELLOWS.

Ringwood, Thames Ditton.
 10th Feb. 1911.
 Dear Sirs—In reply to your letter of the 11th inst. I have much pleasure in stating that the SU Carburetter you fitted to my 15 h.p. Hunter is giving me very satisfactory results. As far as I can judge, my car is the best with regard to its running to the gallon and battery saving. I now find I can do about 30 miles to the gallon and have not experienced any more stress on steep hills, which I used to get down to insufficient petrol feeding. Further, when driving through traffic, I do not require to change to low gear so often.
 Yours faithfully,
 H. FLETCHER BUCKHAM.

Advantages to Users.

SILENCE—A smooth-running engine which will throttle down to extremely low speeds.

FLEXIBILITY—A remarkable improvement will generally be effected, obviating changes of gear even in London traffic also with splendid acceleration.

ECONOMY—A great saving in fuel can usually be effected. It will, of course, vary with different cars, but in many instances more than double the mileage has been covered.

POWER—Usually greatly improved power can be obtained, especially hill-climbing on top gear.

The way to Prove Our Claims

Is to have you fitted on your car **ON TRIAL**. If you are not satisfied with the results your money will be returned and your own carburetter refitted free of charge.

SU. Co., Ltd.,
 386-388, Euston Road,
 LONDON, N.W.

WEST END AGENT:
W. J. HARVEY, LIMITED,
 415, Oxford Street, LONDON, W.
 Stand—172 Olympia.

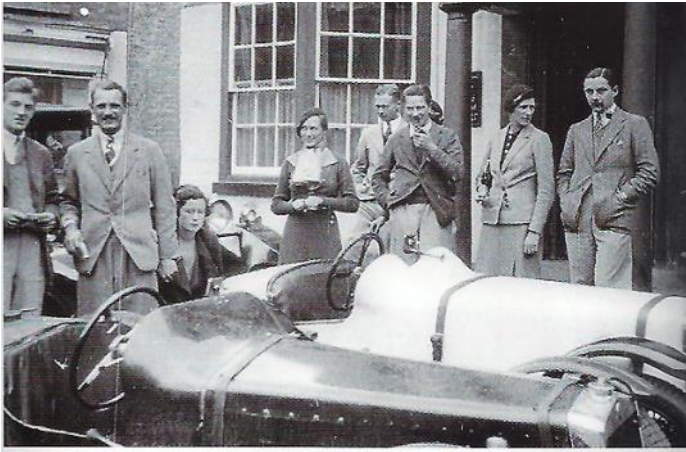
The racing exploits of Carl Skinner's children Barbara and Peter and their MG, Morris & Skinner Specials, including many photos, occupy chapters 5 & 6. I have included some photos. The Skinner Special incorporated a Hudson straight 8 engine with 4 SU carbs. The 1930's Hudson engines were popular in England and were also used in the Railton and Brough Superior motorcars. (Continued next page)

The Skinner family joined in business with the Lilley Shoe Company by marriage and prospered to the extent of having the largest shoe store in the world located in London, circa 1919. This wealth and keen interest in early motorcars allowed the brothers to experiment and develop a new way to mix fuel and air to a proper combustible ratio throughout the engines rev range.

The 1908 carburetter had a suction chamber and a bellows made from a very special glaze' kid leather used for woman's gloves. The leather was impervious to petrol and was hand sewn by a women family member. The bellows being attached to a metal air piston with a tapered needle, and located in the suction chamber, shrunk when introduced to engine vacuum and lifted the



Barbara Skinner seated in her White Minor special, prior to her debut in the car at Shelsley Walsh hill-climb on Saturday 9th June 1934, when she set a new Ladies Record for the hill. (LAT Photographic)



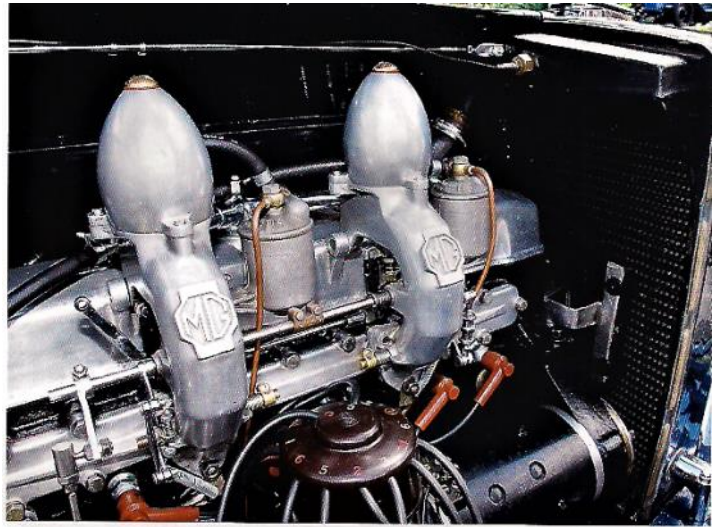
The Skinner party at the Hop Pole Hotel in Bromyard prior to the Shelsley Walsh meeting held on the 29th September, 1934. Peter Skinner is on the far left and Barbara Skinner (standing) is fourth from the left with Peggy Wilson (seated) to her right. Although both cars were road-registered they were usually towed or taken by trailer to events. However, in this photograph both Skinner specials are road-equipped with temporary cycle wings and air-bulb horns. (SU Company archive)



Four 'Skinner Unions' in unison installed in the Skinner special. (Author)

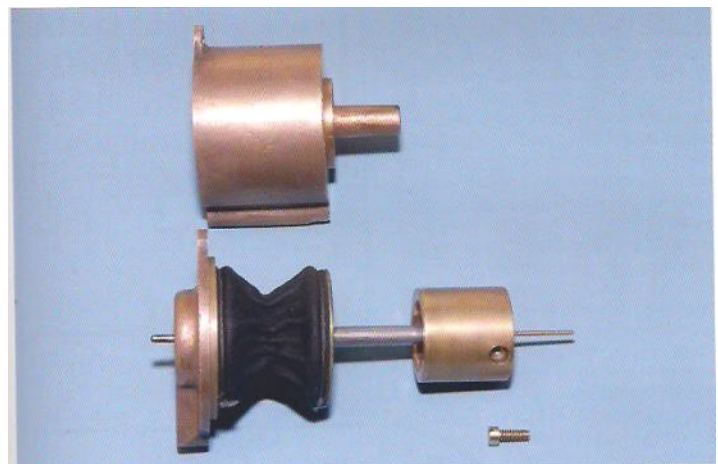
The Second World War found the Aero SU carburetters being used on the Rolls-Royce Merlin engines of the Spitfire and Hurricane fighters and detailed in Chapter 7. Provisions had to be made for zero gravity. SU fuel pumps are also covered.

with SU Carbs including the LeMans winning TR3's that used the unusual twin choke SU's on the "Sabrina" DOHC engines. Most of the sporting Triumphs from 1930's to the 1980's were equipped with the SU carburetters.



The bespoke set-up of twin vertical dashpot downdraught carburettors of unique design which were manufactured by the SU Company specifically for the MG 18/100 Mk III 'Tiaresse'. (Author)

Included in this beautifully bound 8 ½ "x 12" hard-back book is a Skinner Family Tree supplement inserted in the back cover pocket. It is published by The S.U. Carburetter Co. and can only be purchased



Leather bellows with the guide rod/air piston/needle assembly from an SU Type BB carburetter shown alongside the bronze suction chamber, circa 1911/12. The fact that the high quality glaze kid leather

through Burlen Fuel Systems LTD. now the sole owner of everything SU. The web site is: WWW.SUCARB.CO.UK



Publicity photograph showing the difference in size between an SU aero-carburetter and an SU vehicle carburetter. The aero-carburetter is a four-barrel Napier-Sabre II unit. (Reproduced from 'Calling All Arms')

There are 3 Appendices detailing the chronology and applications with details of the many British cars that were equipped

KC MG Car Club Barn Party Photos

June 30, 2018

Submitted by Ed Curry



KC MG Car Club Barn Party Photos (Continued)

June 30, 2018

Submitted by Ed Curry



“Thumbs Up”

By Sam Taylor

Many of us have had the pleasure of being acknowledged by strangers who give us a ‘thumbs up’ or a friendly honk as we drive our sports cars on the roadways. This past June 3rd on my way to the annual picnic at Shawnee Mission Park, while stopped at a light at Nieman Road and 75th Street a woman drove up next to me, put down her window and said with a slight French accent, “Sir, could I rent your car for a wedding? Would you please pull over so that we could talk?” We pulled into a parking lot. She explained a friend of hers was getting married soon and she was putting together a photo album of the wedding. She thought it would be cool to have a few pictures of the bride and groom with my TR6. Once I was assured that no one but I would actually drive the car I agreed to do it and we exchanged phone numbers. She said her name was Zabeeb, “but everyone calls me Zee.” I later learned she and her entourage were from Ethiopia.

We were maneuvering to leave the parking lot when I got an idea. I hailed her down and told her that I had a friend who has a car way cooler than mine and I’ll see him in a few minutes—“I’ll send you a picture.” So once I arrived at the picnic I looked up Paul McBride and told him about the possibility of using his ‘57 TR3 in a photo shoot. Paul agreed and I took two pictures of his TR3 and sent them to Zee. She texted right back: “Oh yes, let’s use that one!”. So arrangements were made and Paul and I showed up for the photo shoot on the evening of July 23rd. It was a beautiful evening. The bride and groom were decked out and Paul’s car was looking spiffy as always. The first shots were taken in Loose Park and the remainder were taken on the Plaza. When the shoot was over Zee generously gave us enough money to have a sandwich and a couple of cold ones at the Granfalloon Restaurant and Bar.

On my way home as I drove up I-35 in my TR6 I was thinking about how much fun this evening had been. Just then a guy on a huge motorcycle pulled up next to me in the left lane. I thought to myself, ‘Riding a motorcycle on a beautiful evening—now how cool is that!’ He looked over at me, nodded, gave me a ‘thumbs up’ and sped away.



WEDGE WORDS

By Steve Olson

After discussing Alternators repeatedly I noted that Larry Taylor’s TR3 had alternator trouble far from home at the VTR. His TR3 of course came equipped with a generator and for many years that kept his battery charged and his lights glowing. I know he has since upgraded nearly every bulb to an LED which makes more light and does so while consuming just a fraction of the electricity. So you would think he would be happy with his old generator now that it has a lot less work to do. But no, he replaced the alternator with a cleverly designed alternator that looks just like a generator. It even has a dummy voltage regulator (control box in Brit speak) so only the most clever concourse judge would know the upgrade had been made. It seems like a great idea.

Trouble is that this clever device is not readily available far from home. You can’t just drop into any local auto parts store and get a replacement. You probably couldn’t even find a local rebuilder who had the parts and knowledge to repair it even if they were willing to do that as a rush job while you waited. About all you could do is have Victoria British or Moss or the Roadster Factory ship you a replacement overnight provided they had one in stock. Depending on the day and time you discovered the problem you could be stuck for a couple of days before you could get back on the road.

Lucky for Larry he could make his long drive home in daylight without needing headlights, windscreen wipers or the heater fan. His fully charged battery was enough to get him home and the new spare battery he bought just in case was not even needed. So overall the problem wasn’t a big deal and didn’t ruin his trip home with his well-deserved trophy. But he might have been far less lucky.

I personally have had my stock Lucas alternators fail a few times. And Murphy’s Law causes that to happen at inconvenient times and places. I have gone into a local parts house and had them order me one that arrived from their warehouse the next day. I have long since replaced my stock Lucas with one from a Saturn that seems more reliable and likely available off the shelf at many parts houses in larger towns. Other parts of my car are likely far less reliable. But still I don’t venture far from home without packing a spare alternator in the boot. And I pack enough old worn out wrenches to swap alternators if I need to along the roadside. These things don’t take up a lot of room. And to me the peace of mind is PRICELESS.

Holy-Field Winery Concert #2 Photos

July 6, 2018

Dave Basse Jazz Trio & More performed on our second outing to Holy-Field Winery. In attendance were Bob & Kim Aguilar (organizers), Larry Taylor, Warren Wood, Steve & Carol Olson, Paul & Margaret McBride and Steve & Kim Peak. It was another gorgeous and fun night.



VTR – One for Two

By Susan and Ron Ray

It all started in 2011, when we finally got our TR3A drivable after it sat around for three years in our garage and we decided to head west for VTR in Breckenridge, Colorado.

We left early one morning and made our first stop after a good 15 minutes of driving when the car died and would not start. Triple A picked us up and delivered the car to Brian Haupt's place. Once he arrived at work, the fuel pump was replaced and off we went again heading west on I-70. After a stop for lunch and gas, and another break at a rest stop about half way between Abilene and Salina, Kansas, the car would barely run. We managed to get the sputtering car turned around and headed back east before it finally died completely. We waited hours for Triple A. They finally arrived after dark. We finally made it back home the following day, decided to abandon the Triumph and park it in our garage, then headed out in our TR Civic. We made it to Breckenridge and back without incident. We eventually discovered that the TR3's fuel tank was full of loose junk that was plugging the outlet line. The fuel tank also had a broken baffle lying in the bottom of the tank. A new fuel tank from The Roadster Factory was the fix.

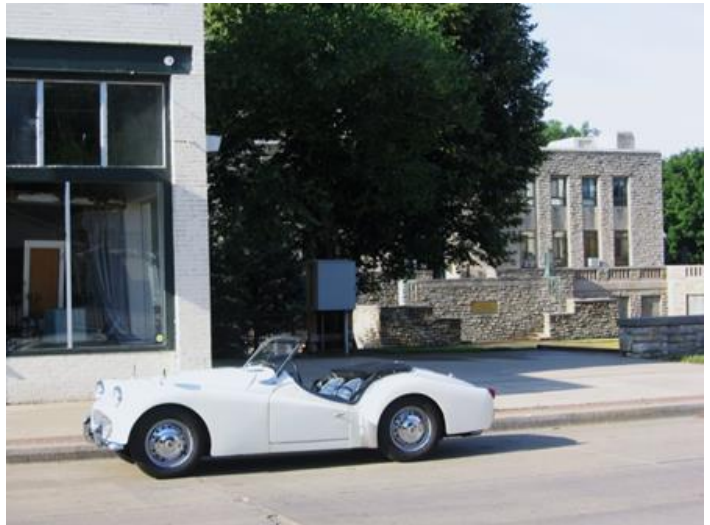
Jump ahead 7 years, and we decided to try our luck again and head north to La Crosse, Wisconsin, for "VTR 2018 on the Mississippi." By this time, the TR3 had received an engine rebuild, a transmission rebuild, an overdrive rebuild, a rebuilt front suspension, a new wiring harness, and new carpet. Within a few weeks of our departure for VTR 2018, we installed a new radiator and rebuilt distributor, and rebuilt the steering box. Before we left, the correct reconnections for the turn signal wiring remained a mystery. Larry Taylor came over, and, like Hawkeye Pierce standing over a surgical patient, Larry patiently examined the problem and applied his logical thinking process to get everything working properly.

We were to meet Larry in his TR3A in Cameron, Missouri, on Tuesday, just about an hour from where we lived. Within a few miles of Cameron, the car overheated. The coolant bypass hose had a pin-hole sized leak. We called Larry and advised him to head north without us, as we were returning home to consider our options. Since we live within 20 minutes of a British car parts place in Lenexa, Kansas, the decision was to wait for it to open, change out the by-pass hose, and again head north. An upper radiator hose was also purchased as a spare. The new by-pass hose was not shaped properly, but after several attempts, it finally clamped tight.

We were off, once again, to the great green north, almost five hours behind our original schedule. However, with ears falling silent to comments about the need to get gas and opting to believe the fuel gauge, we ran out of gas very near where the car had originally overheated. The gas gauge had been stuck on 1/4 tank. After a 20 to 30 minute wait for Triple A to bring our free three gallons of fuel, we were off and running with everything going great.....until, somewhere on I-90 between Albert Lea, Minnesota, and La Crosse, Wisconsin, the car started missing. The spring clip that kept the "fine tuning" timing wheel on the newly rebuilt distributor from vibrating was gone. Channeling 45 years into a past life when tools were not affordable, the engine was timed

by ear and a piece of metal was wedged in-place to secure the adjustment wheel. Off we went without incident all the way to La Crosse, arriving in enough time to attend the welcome reception. The food was good, and The Pearl Ice Cream Parlor near the host hotel was even better. During the course of VTR, we visited twice – delicious each time!

On Wednesday morning, Larry Taylor joined us on one of the self-guided driving tours through beautiful rolling hills and trees. We stopped for lunch in Coon Valley, Wisconsin, then we drove back to La Crosse to make the first tech session of the event. Later that evening, the three of us walked to a "famous" burger place (Rudy's) about a mile (Continued next page)



from the hotel and were a little disappointed. It is hard to beat Town Topic and Winstead's here in Kansas City, Missouri. However, the novelty of Rudy's car hops on roller skates delivering trays of food to cars was a sight to behold.

Thursday morning bright and early we joined the parade of Triumphs for the breakfast run to Westby, Wisconsin. It was a sunny drive through the Driftless area near La Crosse. They call it Driftless because glaciers missed this area and left the hilly countryside intact. Quite lovely!

Thursday was also the Fun Rallye. Although we missed the first two questions (we planned to go back and find those answers), we were moving along pretty well until the car overheated again. We pulled off onto a very long driveway to evaluate the situation. Soon thereafter, two other Triumphs stopped to offer assistance.

The miss-shaped by-pass hose obtained from the Lenexa, Kansas, British car parts place had worked itself loose. We got that back in place, added water to the radiator, and off we were for about another 10 minutes before the car overheated again. We discovered a steady, thin stream of coolant running out of the upper radiator hose. This ended our Fun Rallye.



We managed to get back to the hotel with only one water stop for the radiator. We replaced both the upper radiator and by-pass hoses using the spare upper radiator hose purchased earlier, and a correct by-pass hose that Charles Runyan with the Roadster Factory had given us when we spoke earlier at his vendor display at the host hotel.

Friday was the car show, with 70 percent chance of rain. Our car stayed in the covered garage adjacent to our hotel. The car is a daily driver, badly in need of a paint job, so we didn't think anyone would vote for it but of course we like it a lot! We walked along the Mississippi River to the car show held at Riverside Park. The park was very pretty. We visited the Riverside Museum and walked through the Riverside International Friendship Gardens, both at the north end of the park. The Apothik Food Truck was at the car show and we had Jerk Chicken Bowls for lunch. It was excellent; the best food we had during the entire trip. We also took a 90-minute tour on a paddle boat up the Mississippi and back. This was the river cruise we had missed on Wednesday evening because we registered too late. The rains came while we were on the paddle boat. We believe the car show was over before it rained. Larry Taylor was a Concours judge, and has a hat to prove it.



Friday night was the awards banquet. Larry Taylor's TR3A won Second Place in the Participants Choice show. The Kansas City Triumph Sports Car Club newsletter, The TR Times, edited by Bob Aguilar, was winner of one of the club newsletter awards. (Continued next page)





With hopes of a non-eventful drive home, we left La Crosse around 7:00 am on Saturday morning. We had only one known concern: Larry's car had alternator problems. Planning ahead, Larry had purchased a spare battery in La Crosse, and was confident that he could make it the approximately 470 miles with two batteries and no working alternator. Things went well the first hour or so. Then, our TR3 started missing again. We stopped, set the points and timing, and kept going west, with our car leading in case of future problems. At some point, Mia Gans and Cecil Wise passed us in their TR6, towing their unique TR3 Spitfire trailer. (Mia and Cecil won one of the photo/craft/model awards at the banquet Friday night). With our car still missing, we stayed with them until the I-90 and I-35 interchange. Rounding the ramp onto I-35 South, the car died and would not restart. Larry pulled over behind us. Mia and Cecil stopped some distance ahead but went on to the next exit and circled back around to help. Mike Sabelhaus, with LiteZupp Industries, pulled over at the rear. It was decided to change the condenser, but that solved nothing. All that was left was the coil, but we did not have a spare. Naturally, Larry, Cecil, and Mike all had spare coils. We wired one up temporarily and the car started. While removing the old coil, the ignition wire to the coil pulled out of the connector. It was noted that this loose connection could have been the problem all along. Larry had a spare connector and crimping tool. Everything was fixed and we traveled home without further incidents. Larry made it to his house on his original battery.

Now that everything seems to be working, we may make it to Texas VTR next year. We'll wait and see.

This was our fifth long trip in an old English sports car; the first for our TR3A. On all trips, we are constantly amazed at the kind and generous nature of the British car community.

Additional Photos From VTR 2018

Submitted by Larry Taylor





Robert & Barbara Sloan, 1974 TR-6

GOING NEGATIVE

By

Larry Taylor

(Note – I just came across this article I wrote for the newsletter in 2015 but apparently I never submitted it so I decided to share it now.)

One of my first purchases after I acquired my TR3 in 1967 was an eight track tape player. I hooked it up, installed the speakers, popped in Beatles tape, turned it on and it proceeded to run backwards tangling the tape in the works before it pushed the tape out of the machine. It was totaled in less than ten seconds. That was my introduction to positive ground. Prior to that experience I had never heard of a positive ground car.

I owned the car probably forty years before I learned that converting to negative ground was a relatively easy. However, the purest in me held out making the change. I had gradually invested in positive ground by installing a positive ground electronic ignition, positive ground LED lighting, a polarity reversed outlet for my cell phone and GPS and I could not recall if my electric cooling fan and the aftermarket heater fan motor would convert to negative ground.

I looked into cruise controls several years ago and convinced myself that I would need to convert to negative ground to install one. Due to the investment I had in positive ground, I shelved the idea. My enthusiasm was renewed after seeing Bob Jasper's 1958 TR3 at the VTR Regional in Excelsior Springs with a cruise control and positive ground. Again, I was not comfortable with trying to install one on a positive ground car when Rostra (one of the manufactures) said it would not work – even though Bob figured it out. At the VTR in Kerrville the following year, I spent some time talking to Mike Hado who has a TR3B with a cruise control, but with negative ground. Mike was very generous with his knowledge and later emailed me specifications, installation pictures and sources of materials. That did it, I was going to switch to negative ground and install a cruise control and ordered a negative ground Pertronix electronic ignition and negative ground LED lighting, and the cruise control.

The basic conversion is straight forward. You simply disconnect the battery, turn it around and connect the negative ground (I purchased new battery cables). Next, you disconnect the field wire from the generator and with a jumper wire touch the field terminal on the generator a few times to the positive terminal on the battery. Next reverse the wires on the ammeter and then connect the battery cable from the starter solenoid to the positive terminal of the battery. Absent electronic ignition or other modifications, you switch the low voltage leads on the coil and you are good to go. Simple enough.

My positive ground electronic ignition was also a Pertronix and all of the parts looked the same so I simply swapped ignitor module turned the coil 180 degrees and wired it up the same as the old one, hit the starter, and the car did not start. Belatedly, I pulled out the instructions and discovered the wiring was different for negative ground, so I switched it around and still no joy. A call to Pertronix and subsequent bench test of the ignitor and coil confirmed my fear that they were both fried. So I ordered a new electronic ignition and coil and the conversion got more expensive.

While waiting for parts, I proceeded to replacing the positive ground LED lighting with negative ground LED bulbs and converted many of the remaining tungsten bulbs to LED's. I found that I had to switch the wiring on the cooling fan but the heater fan required no change. The way I understand it, if an electric motor has field windings, you do not need to reverse the polarity. If the motor has a magnetic field, then you must switch the wiring or it will run backwards – I conclude from this that my eight track tape player from years ago had a magnetic field. I then switched the wires on my outlet for the GPS and I was ready for round two with the electronic ignition and coil that arrived a few days later and installed it this time following the instructions without any additional problems.

I also got the cruise control installed. I am not going to write about it here, but if anyone is interested contact me and I will share the information that Mike Hado sent me.



Ed Curry
Senior Tax Specialist

New Office Location:
5309 Johnson Dr.
Mission, KS
913-432-5182

Edward.Curry@hrblock.com

TRIUMPH OVER TAX

Drive-In Movie Night, July 21, 2018

By Bob Aguilar



What a night for going to the Drive-In. Perfect weather and lots of Little British Cars (LBCs), as well as a German and a few Japanese sports cars. In total there were 19 cars including four MGB Roadsters, a MGB-GT, a MGC-GT, a Triumph GT6, a Triumph TR-250 and two TR-6s. One of the TR6s was towing a 1/2 Spitfire trailer on their way home to Coffeyville, KS after attending VTR 2018 in La Crosse, WI. There was also a Jaguar XK140, a Morris Minor Mini, a Z3 BMW, a S-2000 Honda and five MX5 Miatas. Representing the KC Triumphs were Pat Fischer & Roger Elliot and Bob & Kim Aguilar.



Thanks to the MG Club who were gracious hosts for this event and even shared their delicious popcorn. It was definitely fun visiting with MG Club members and we enjoyed the movie "Jurassic Park". We skipped the second movie "Ant Man and the Wasp" as it would end too late for us.



Save the Date, Aug. 19, "Art of the Machine" Car Show, KCMO City Market

A Message from Warren Wood

Ladies and Gentlemen,

The purpose of this message is to remind you to **Save the Date, Sunday, Aug. 19**, for the "Art of the Machine" car show at the City Market just north of downtown Kansas City, MO, featuring Triumph and MG automobiles

The MG Club already has reserved Aug. 19 for its members to participate in the show, and they have invited our Club to join them. You can check out the web site for the Art of the Machine Car Series summer schedule of shows at: <http://thecitymarket.org/events/art-of-the-machine-car-series>.

To get a better idea about this event, see the write-up on last year's show that appeared in the October 2017 *TR Times* newsletter on the Club's web page (www.kansascitytriumphs.com), Volume 39, Issue No. 5, page 18.

More details will be coming soon, and we plan to send out an Evite for the event. Meanwhile, if you think you might be interested in attending, please reply to me directly at wwood@sbcglobal.net, if you have not done so yet.



Find us on:
facebook®

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

Congratulations Steve & Cheryl Carver

For your Triumph Spitfire making the cover and inside story on the Victoria British Catalog.

Your Catalog of Accessories & Parts for
Spitfire & GT6
2018 SUMMER
EDITION SG.90

Steve & Cheryl Carver's
1976 Triumph Spitfire
See story on page 155.

"Keep'em On The Road**"
Prices Valid From June 26, 2018 Through October 1, 2018

VictoriaBritish.com
(800) 255-0088



The Family Classic

Steve & Cheryl Carver and Their 1976 Triumph Spitfire

Except for its first couple of years, the car has been somewhere in the family. Like many classics, it spent part of its life garaged in non-working condition. In 2005, my wife's uncle obtained the car from his brother-in-law in Washington State (where it rode out the Mount St. Helens eruption in 1980), transported the car to Missouri and proceeded to get it back in working condition. It was in excellent shape when we purchased it in 2010. We tend to drive it to dinner and a few close events with the Kansas City Triumphs Sports Car Club. Like all classics, it needs a bit of TLC from time to time.

Over the years, we have replaced the gas tank and fuel lines, leaf spring, rear shocks, alternator, brake master cylinder, dash pot diaphragm and O-rings and performed other general maintenance. Nothing too significant, as a lot of the difficult restoration work had already been done. Planned work includes a tune-up, front shocks, fuse box and possibly a radiator replacement. We are sure other work, both necessary and aesthetic, will be undertaken.

The hardtop is an original but not to the car. We acquired it from another club member who rescued it from a Western Missouri barn still mounted on a car that had been cut-up with a cutting torch.



Fortunately, the top avoided a similar fate. Restoration parts were purchased from Victoria British, except those not available through their catalog. Some parts were only available from suppliers in England. The top was in surprisingly good condition. A local classic car body shop in Lee's Summit, Missouri, did the repair and paint work and helped with first install on the car earlier this year. We like the car both as a convertible and with the hardtop coupe profile.

Triumph Logo Hat



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ColorBond permanently changes the color of your interior. Sprays on and dries to the touch in 10 seconds, forming a complete bond in 10 minutes. Original grain pattern is never altered or hidden, no matter how many times ColorBond is applied. Will not crack, flake, peel or roll off from solid or flexible materials because the color becomes part of the surface.

ColorBond is a semi-gloss finish that is OEM approved, UV stable and colorfast. Each 12 ounce can will cover 7 square feet. ColorBond PrepCleaner should be used prior to applying ColorBond.

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ColorBond PrepCleaner is a fast drying, non-solvent, multi-surface cleaner that prepares the surface for use of ColorBond.

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ColorBond Adhesion Promoter is required for the use of ColorBond on materials such as Polypropylene, Thermoplastic Elastomers, Polyethylene, Fiberglass and metal.

9th Annual Cruise to The K Classic Car Show and Exhibit

By Sam Taylor

The subject event will be held at Kauffman Stadium on Sunday, August 26, 2018. Cars will be on display in Lot A and will be exhibited throughout the day.

I participated in this car show last year and it was a lot of fun. There were two British sports cars there. I contacted the Royals' POC for this event and she said they would not be able to block off a row for our club and could only provide parking on a first-come/first-serve basis. We will rendezvous outside the stadium at a predetermined location and drive in as a group and that way be able to display our automobiles together as a club. Rendezvous information will be sent out at a later date.

Here are details about the event taken from their website: Ticket package (for participants): Ticket packages include an entrance into the contest, two tickets to the Royals vs. Indians game, a parking pass, commemorative t-shirt and dash plaque. Price: \$39. In addition, participants that purchase a car show ticket package will also receive one (1) voucher for Buy One, Get One Free Admission to the Kansas City Auto Museum. Vouchers can be picked up on the day of the event.

Tickets will be assigned upon confirmation of your registration by Royals staff. (Last year I had to attach a photo of my TR6 to my email registration. I guess the Royals don't want people taking advantage of the event to drive the family car into the stadium and pretend they're participating in a car show.) Be sure to request additional tickets during registration if you would like more than the two seats included in the registration cost and hope to sit together. Additional tickets can be purchased for \$15.00. Seating is limited and subject to availability. (Last year the seating was in the covered area (shaded) well above home plate. Very interesting perspective of the game.)

An hour before game time they hold a 'popular vote' for best in show and the top ten winners get to drive their cars into Kauffman Stadium and drive around the playing field and warning track.

Registration and more info available by Googling "Cruise to the K" or at www.mlb.com/royals/tickets/specials/cruise-to-the-k.

Congratulations Mark McCracken

For your Triumph TR-6 making the cover and inside story on the Victoria British Catalog.

Your Catalog of Accessories & Parts for
**TR2 TR3 TR4 TR4A
TR250 & TR6**
2018 SUMMER
EDITION TC.91



Mark McCracken's
1975 TR6
See story on page 171.

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WELCOME TO
THE FAMILY
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Enjoy Your Triumph
Mark McCracken and His 1975 Triumph TR6

Back in 1968 I bought my first British car, a 1962 Sprite. Over the next 10 years I went through two MGs and a Lotus Super 7. I wandered away from British cars for the next 37 years, but always maintained a fondness for them.

After parting with my Model A Ford, I found myself with an empty garage space. I started scanning the web looking for an entertaining replacement. This TR6 showed up on eBay and it was local. I went to look it over on Saturday and drove it home on Monday.

This TR6 appears to be basically a maintained survivor with a re-spray of the original color, I'm thinking over 10 years ago, and likely some other refurbishing.

We have had a good three years now with our only major disagreements being between my shirt and the TR6's bumper overriders. Our driving is mostly short runs locally, or mental therapy, as I call them. They occasionally result in brief conversations with strangers who had or have a British car at home. I'm trying to keep this TR6 as a good presentable driver for my own enjoyment.

Thanks for giving me your time and enjoy your Triumph. Who knows, maybe we'll meet sometime.

Special Interior Kit Vinyl Colors for TR6 - See Page 45
Biscuit
Black

Biscuit Everflex Vinyl Convertible Top
Biscuit Top

Made to Match the Biscuit Interior Kit - For More Information, See Page 39

Carpet Kit Colors - See Page 54
Black Brown Blue

Seat Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 49
Interior Panel Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 52
Black Red Shadow Blue Light Tan Stone Gray

Seat Belt Colors for TR2 thru TR6 - See Page 51
Black Blue Brown Red

Interior Panel and Seat Reupholstery Kit Colors for TR6 - See Pages 50 & 53
Black Red Blue New Tan Light Tan Beige Chestnut

ColorBlend Colors - See Page 46
Black Beige Biscuit Red



2019 dues remain \$20 (\$25 if you want your newsletter mailed via USPS). Dues collection for 2019 starts at the Heartland All British Car Show on Sept. 2nd and runs through the end of the year. Please use the enclosed Membership application found later in this newsletter to renew.



Pictured above is Ed Curry's Father's Day Gift from his son. Beautifully hand made just for Ed. Ed's son says he can similarly make and customize others for \$600 complete or \$400 unpainted.

Kansas City Triumphs Club 40th Anniversary Dinner

Come join us for a true celebration of **40 YEARS**. We will have dinner, dessert, goodie bags, drawings for giveaways, and other **SURPRISES**. We have a Triumph parking area on the North side of Bass Pro, with access to our banquet room.

When: Saturday, September 22, 2018

Where: Uncle Buck's Grill (Bass Pro Shop)
12051 Bass Pro Dr.
Olathe, KS 66061

Time: 5:00 PM Social Hour and Car Display
6:00 PM Cocktails (Cash Bar)
6:30 PM Dinner

Program to follow and other **SURPRISES**



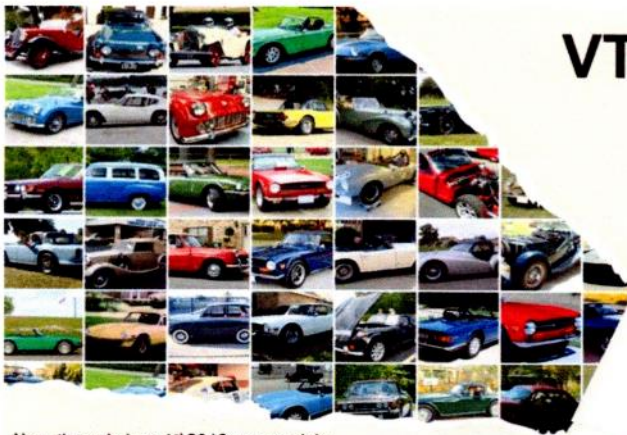
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Now, through June 1st 2019, you can join for two years for the price of one. Here's how:

- Go to www.vtr.org and click on "Join Here" in the Member Login box.
- Fill in the application page.
- At the bottom of the page insert (Redriver) where it says Coupon Code.
- Follow the instructions for making your payment - \$35 for TWO years.
- Submit the application. You will receive an email with the information about your membership, and a welcoming packet with the latest issue of the magazine a few days later.

Got a question or two?
Just send an email to Dick Birch, Membership Secretary at birchtr6@gmail.com

VTR – Not a Member?

Here's an Offer You Can't Refuse

Established in 1974, the Vintage Triumph register is the only North American organization devoted to all Triumphs. It eventually absorbed the factory sponsored owners' club, the Triumph Sports Owners Association. Now in its 43rd year, the VTR prints an award winning full color magazine 6 times a year, a website with specifications of every Triumph, a national convention held each year somewhere in the country hosted by a local chapter, a national directory of every member, and a listing of over 65 chapters throughout the US and Canada. These are just a few of the benefits.



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, Rescheduled (Weather)
14th, Ople, KS Chicken run, Canceled (Weather)
17th, Officers Meeting, 6:00 Birdies
19-22nd, VTR South Central Regional, Lake Conroe, TX
21st, Wamego Tulip Festival, Canceled (Weather)
28th, Jeff Givens Garage tour

May, 2018

3rd, Club Night Out, Birdies 6:00 PM
5th, Shawnee Mission West Band Car Show
12th, Lexington, MO Drive & Tour, KC MG Club
15th, Officers meeting, 6:00 PM Birdies
19th, Rescheduled Spring Tune Up, Vehlewald Garage
28th-June 3rd, British Car Week

June, 2018

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

July, 2018

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

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

August, 2018

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

September, 2018

2nd, Heartland All British Meet
6th, Club Night Out, Birdies 6:00 PM
8th, ?? Brits in the Ozarks, Fayetteville, AR
18th, Officers meeting, 6:00 PM Birdies
22nd, Triumph Club 40th Anniversary Party
27-30th, Triumphet 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 : 5-29-2018

More Club Event Ideas for 2018

By Ed Curry

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

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

Weston, MO Car Show-monthly
 Leavenworth Art Show-Prisoner Art
 Cars & Coffee Downtown Lawrence, KS
 World War I Museum
 * Holy-Field Winery in Basehor, KS, June 22nd, Paul McBride, July 6th, Bob Aguilar
 Crooked Post Winery-Ozawkie, KS
 Emporia, KS Downtown Tour
 Armacost Museum- Grandview, MO
 Topeka, KS Old Town
 McPherson, KS College Car Show- May 5th, 2018
 Ottawa, KS BBQ
 Harley Davidson Museum
 Museum of American Speed, Lincoln, NE
 Amelia Earhart Festival Atchison, KS, July 20 & 21 KCMGC
 SLIM (Sping Lark In May) Run, May 5, KCMGC
 *Drive in Movie Night
 Combat Air Museum-Topeka
 *City Market-Art of the Machine Car Series, Aug 19th, Warren Wood

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



PART 2

Olde Frothingshlosh, America's most beloved novelty beer brand, was the brain child of Pittsburgh radio personality Rege Cordic, who introduced listeners to his fictional brew in 1954. One of his most faithful listeners just happened to be Pittsburgh Brewing Company President S.E. Cowell. Actually, bottling and selling Olde Frothingshlosh was Cowell's idea.

Over the following dozen years Olde Frothinglosh became a holiday favorite, prized more for the goofy labels on the stubby bottles than for the beer itself. By the mid 1960s, it was being distributed in Maryland, New Jersey, New York, Ohio, Pennsylvania, West Virginia and Virginia.

But change was in the wind for the marketing of everybody's (or at least Pittsburgh's) favorite pale ale: ale. Cordic, having hired on with an L.A. radio station, was now a continent away, and S.E. Cowell—having launched both *Older Frothingale* and the world's first pull-tab beer can—retired from PBC in 1966.

The label that appeared on the 1967 and 1968 holiday offerings was similar to the ones featuring caricatures of Sir Regge from a decade earlier, but with both Cordic and Cowell out of the picture, the brewery was ripe for a fun new way to promote the brand.

The era of Miss Olde Frothingslosh began in 1968, when someone from the brewery discovered a 300-pound go-go dancer named Marsha Majors. Billing herself as "The Blonde Bomber," Marsha was performing at places in Pittsburgh's East End like The Casbah and Lou's Lounge. The brewery auditioned a number of full-figured femmes for the role of Miss Olde Frothingslosh, but Marsha was the clear winner; at 23, she was about as attractive as a woman who outweighed most NFL defensive linemen could be.



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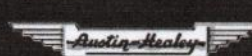
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913-469-4306
svehlewald@fry-wagner.com

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!

HEARTLAND ALL BRITISH CAR & CYCLE MEET 2018 SCHEDULE OF EVENTS

Saturday, September 1		Sunday, September 2	
5 p.m. – 7 p.m.	BBQ Supper At Victoria British 17301 W 113th St, Lenexa	8 – 10:30 a.m.	Registration
New city counter location		10:30 a.m. – Noon	People's Choice Voting
		2:30 p.m.	Awards Presentation

New Location:
Merriam Marketplace
5740 Merriam Drive
Merriam, KS 66203

See our website www.heartlandallbritish.com for additional information.

LOCATION

Join us this year at our new location **Merriam Marketplace**, located at **5740 Merriam Drive, Merriam, KS 66203**. It is located just over a mile north of Aristocrat Motors where we have met the last two years.

Food Trucks

We will have a breakfast truck and a lunch truck at the location again this year.

HOTEL – There were so few people staying at the hotel last year we did not make arrangements for a host hotel this year. This is the one we used last year.

Drury Inn Merriam, 9009 Shawnee Mission Pkwy, Merriam, KS 66202.

EVENTS!!

BBQ at Victoria British: Saturday 5 - 7 p.m. The city counter will be open during this time and Victoria British will be offering tours of their facilities. **NOTICE:** Victoria British's new address is 17301 W 113th St, Lenexa, KS 66219.

AWARDS

Awards will be presented after the popular voting has been tabulated.

VENDORS

Space for local and national vendors is available. One vehicle per slot, please. Additional vehicles may be displayed for \$10 each.

SOUVENIR APPAREL!!

This year we have several options for shirts. With your early pre-registration (**received by August 6, 2018**) you can get **one** T-shirt free of charge **or** get a **discount** on a polo or sweatshirt. Additional shirts can be purchased. All shirts will be **Maroon** with the design embroidered.

ORDER NOW

ONLY A FEW SHIRTS WILL BE AVAILABLE FOR SALE AT THE EVENT, SO ORDER NOW.

Embroidered hats will also be available at the meet.

Order must be **received** by **August 6, 2018**.

2018 Heartland All British Car Meet T Shirt Design



Sponsored by
Victoria British LTD
Aristocrat Motors
Jaguar USA
Kansas City MG Car Club

HEARTLAND ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend –Saturday September 1st and Sunday, September 2nd, 2018

PARTICIPATION CLASSES

A	Austin-Healey 100,100-6, 3000	H	MG Midget/ AH Box Sprite	P1	Mini Classic
B	Frogeye Sprite	J	TR2 & TR3	P2	Mini BMW
C	MGA	K	TR4, TR4A, TR250	R	Lotus / All 7s
D1	MGB/MGB GT 62-71	L	TR6	S	British Saloon
D2	MGC/ MGC GT	M	Spitfire & GT6	T	British Sport
E	MGB/GT 72-74 ½ Chrome Bumper	N	TR7, TR8, Stag	W	British Cycles
F	MGB/GT 74 ½ -80 Black Bumper	O1	Jaguar Sports	X	AC, AC Cobra (incl. kits)
G	T Series/PreWar	O2	Jaguar Saloon		

Registration Form: Please send to: Kris Gamble 13621 S Walnut View, Olathe, KS 66061

Phone: 913 856 6556 Email: gamb06518@gmail.com

Fees		Totals	
First Car - \$35	Additional cars - \$15 each		
First motorcycle - \$20	Additional cycles - \$10 each		
Swap / Vendor - \$0	Additional vehicle - \$10 each		
ALL SHIRT ORDERS MUST BE RECEIVED BY AUGUST 6, 2018			
ONE Free T Shirt Maroon: S, M, L, XL, XXL, XXXL		No Charge	
OR ONE Discounted Polo Maroon: S, M, L, XL, XXL, XXXL \$ 6.00 each			
OR ONE Zippered Hooded Sweatshirt Maroon: S, M, L, XL, XXL, XXXL \$ 17.00 each			
Additional Shirts			
T-Shirts Maroon: S, M, L, XL, XXL, XXXL \$19.00 each			
Polo Shirts Maroon: S, M, L, XL, XXL, XXXL \$25.00 each			
Hooded Sweatshirt Maroon: S, M, L, XL, XXL, XXXL \$36.00 each			
Zippered Hooded Sweatshirt Maroon: S, M, L, XL, XXL, XXXL \$36.00 each			
Make checks payable to Heartland All British Car & Cycle		TOTAL ENCLOSED	
NAME (please print) _____		PHONE _____	
ADDRESS: _____			
CITY, STATE, ZIP _____			
Email address: _____			
Vehicle #1	Class	Year	Type/Model
Vehicle #2	Class	Year	Type/Model
Vehicle #3	Class	Year	Type/Model

I will be at Victoria British for the Saturday Barbecue with a total of ____ people.

Hold Harmless Agreement

Owner voluntarily enters his/her vehicle in the 2018 All British Car & Cycle Meet, it is agreed as follows: (1) that owners will insure their vehicle against loss, damage and liability. Proof of such insurance, being in full force and effect, shall be provided to the All British Car & Cycle Assn., Aristocrat Motors and Drury Inn; (2) that owners do, hereby, agree to indemnify and hold harmless The Association and Aristocrat Motors and their agents or assigns, for any act or omissions which may result in the act, damage, destruction, or injury occurring during, or as a consequence of this event; (3) the owners, in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Owner's Signature _____

Date _____

Insured with _____



17th ANNUAL BRITS *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW
Benefiting the ALS ASSOCIATION
"Fighting Lou Gehrig's disease"



SPONSORED BY
BRITISH IRON TOURING CLUB
OF NORTHWEST ARKANSAS



University of Arkansas Agripark
Fayetteville, Arkansas

September 6 - 8

Thursday, Sept 6
Tour to Arkansas Wine Country

Friday, Sept 7
Tour to Crystal Bridges Museum
Parking Lot Party

Saturday, Sept 8
Car Show
Banquet

SPECIAL GUEST
Bill Warner
Amelia Island Concours Founder

Car Display • People's Choice Judging • Concessions Available

Host Hotel
Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT
BILL WATKINS **OR** **DOUG SCHRANTZ**
479-636-2168 479-531-2783
www.Britishironnwa.org dougschrantz@gmail.com

