



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 41—Number 3 June 2019

In This Issue

VTR Regional

Directors Drippings

Olpe Chicken Run

Tulip Festival

Spring Tune-up Day

Spring Breakfast Run

Birdies to Pegah's

A Pesky Problem

Vintage Accessories

LED Bulbs

As Luck Would Have It

Board Meeting Notes

Board of Officers

Director: Steve Vehlewald
svhlewald@frywagner.com

Assistant Director:
Steve Peak
peak@everestkc.net

Secretary: Warren Wood
wbwood@sbcglobal.net

Treasurer: Mark Gillissen
m.gillissen@prodigy.net

Activities Coordinator:
Larry Taylor
Larry@taylorgroupcpa.com

Newsletter Editor: Ed Curry
ecurry@att.net

Webmaster: Chip Kigar
ckigar@hexnut.us

Historian: Paul McBride
pmcbtr3@everestkc.net

Past Director: Jack Edwards
jackhedwards@gmail.com

Publicist: Kenny Wymore
Kwymore77@gmail.com



VTR South Central Regional Convention

By Warren Wood

The Red River Triumph Club of Dallas/Ft. Worth sponsored this year's Vintage Triumph Register South Central Regional Convention, and a fine job they did. It was held over April 24-28 at the expansive Tanglewood Resort on the southern shore of Lake Texoma on the Texas/Oklahoma border.

Per the event's recap, seven TR clubs in the region were represented (Red River TRs, Texas Triumph Register, Central Oklahoma VTR, Green Country TRs, Hill Country TRs, South Texas TRs, and Kansas City TRs), and members and guests totaled 119. I enjoyed the festivities, but despite the urgings of Jeff Givens, I elected not to drive the TR6 there.

The most unique and rare Triumph at the event was a beautiful, right-hand drive, red and black trimmed 1937 Gloria Southern Cross owned by a member of the Red River TRs (*hood ornament above*). The Gloria wasn't there just for show. It participated in a number of the events including an admirable showing in the autocross.

Continued on Page 2

UPCOMING EVENTS

6/2 British Car Picnic—Shawnee Mission Park

6/7 Holyfield Winery & Jazz—Basehor

6/21 Tech—Prather's Dyno Day, Topeka

VTR South Central Regional Convention (cont.)

TR6s outnumbered all other models with 17 at the convention, followed by 14 Spitfires, nine TR7s/8s, six TR5s/250s, five TR2s/3s, a 4A, a GT6, a Sport 6 and a Stag.

Speaking of events, the convention had plenty of them including the autocross, a funkhana, a LeMans start, a gimmick rally, breakfast and dinner runs, tech sessions, a great car show including concours and participants' choice sections held on a nearby grass airfield, and an awards banquet to top it all off.

This regional convention was a precursor to another big Triumph gathering in Texas later this year – the VTR National Convention at Dripping Springs west of Austin over October 6-11. Next year's South Central Regional Convention will be held at Edmond, OK, so that should offer a good opportunity for some more KC Triumphs members to attend and enjoy the fun.



Directors Drippings—Changes

By Steve Vehlewald, Director

One thing is guaranteed, nothing remains the same forever, from the weather, to my hair color (thankfully I still have all my hair, my brothers not so lucky), to the condition of our cars, to our meeting location.

For one I kinda like change, it keeps things interesting and gives you new perspectives. Johnny's was nice but too crowded and loud. I am looking forward to the new meeting location at Pegah's Family Restaurant. However I will miss those tater tots and the grilled Eagle Claws at Birdies.

Speaking of changes, after not being able to start my TR6 for the last 18 months it came to life. Two weeks before the tune up I had to move the TR6, because the 57 Chevy that a friend was storing was finally moving out. I started to push the 6 out and decided to try again to start the car, it would not start just a few minutes earlier. To my surprise and delight it came to life and I was able to back it out under power. Since then it has started multiple times.

With the 57 now out of the garage and the thrill of starting the car I was ramping up plans to get ready to do the long discussed frame swap and restoration. I have been excited about the new found room in the outbuilding and the thought of working on the car.

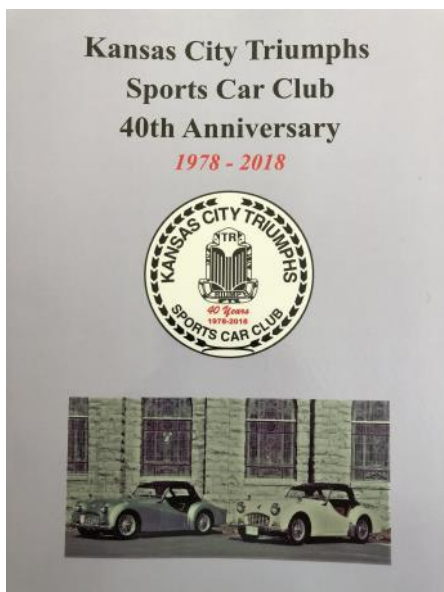
As quick as the space became available our daughter decided it was time to have a second car for her family. While helping her buy that car I realized she had planned on putting her old car in the open spot in my out building since we would never leave it out in the hail and weather, after all we have so many garage spots!

I just reminded myself that I like change, and at least for a little while I had a plan to work on the TR6. That may still happen if I can make some, you guessed it, changes.



The **DIRECTOR**

40th Anniversary Memory Books Still Available



If you're a new member or just missed the first offer now is the opportunity to secure a copy. It covers the full club history. You'll have to wait another 10 years for anything this comprehensive.

Only \$10

For information contact:

Steve Peak, Assistant Director

peak@everestkc.net

2019 Olpe Chicken Run

By Bob Aguilar

Saturday, April 13th, turned out to be a fine day (cloudy and cool, but no rain) to drive down to the Chicken House in Olpe, KS. About 20 various cars (MGs, Triumphs, a Smart Car, a Pontiac Fiero, a Fiat, Miata and modern Mini Cooper) met at McDonalds in Olathe at the 175th Street Exit on I-35. The drive was uneventful led by Steve Olson with club members from the KC MG and Triumph Clubs following. At the Chicken House we met up with other club members from Wichita, Emporia and Lawrence. About 100 folks were in attendance to enjoy great comradery and to check out the various cars and any new modifications made. Members from our KC Triumphs Club in attendance were Steve Olson; Steve & Kim Peak; Mark & Judy Gillissen; Bob & Kim Aguilar; Craig & Kim Simon; Doug Eble; Chip Kigar; Eric, Jessica, Brooklyn & Kaelyn Dieckhoff; Ron & Susan Ray; Greg & DeeAnn Schoenhals; and Roger Elliott & Pat Fischer.



Olpe Chicken Run



Wamego Tulip Festivals

By Chip Kigar

It was a wind day, but beautiful weather as Chip Kigar and Pam Fesler led a caravan of six LBC + one to the annual Wamego tulip festival. The fest included food trucks, performance and many vendors in the Wamego city park. Attendees included Dave Dobbins, Dennis and Ruth Hale, Ed and Tricia Curry, Rick and Monica Mills, Larry and Terry Petty, Mark and Judy Gillissen and Scott and Debby Hughes. A good time was had by all!



Spring Tune-Up Day at the Vehlewald Garage

By Warren Wood

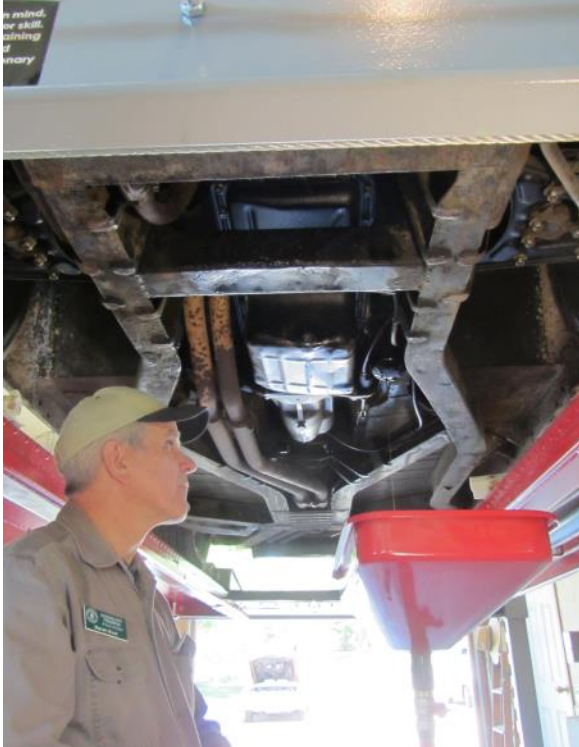
Club Director Steve Vehlewald did an admirable job of ordering fine weather for this spring's Tune-Up Day at his home on Saturday, May 4. Skies were blue, temps were perfect, and the members turned out accordingly to work on their cars, exchange maintenance tips and wintertime project stories, and enjoy some backyard grilled burgers.

Twenty-one members participated in the work day, eight of whom took advantage of Steve's four-post car lift to do oil and filter changes and to inspect the undersides of their cars. See several photos nearby.

This may have been Rodger Suchman's first opportunity for a close-up view of the underworkings of his TR3 with some knowledgeable members at his side pointing out areas of interest or concern. Jeff Givens showed us some recent work done on his TR3A in preparation for an upcoming journey to Europe to participate in the 11-day Liège-Brescia-Liège Rally in July. And for a change of pace, we got a rare look underneath a 1949 MG TC when Russ Sifers elevated his car for a check-out.

It was an enjoyable and productive day for all. Thanks to Steve V. and his family for hosting this annual event!





Spring Breakfast Run

By Larry Taylor, Activities Coordinator

Despite spring showers and a number of no shows, ten members in four LBC's and three daily drivers, participated in the May 11th spring breakfast run that was planned by Ron Ray. Starting from the Burger King on Armour Road, we took a leisurely 50 minute drive traveling east on 210 Highway to JJ and then on H arriving at the Mill Inn in Excelsior Springs where we had breakfast and conversation. After breakfast, several toured the Historic Hall of Waters in Excelsior which had exhibits regarding the development of Excelsior Springs and a museum of original spa equipment. Thanks Ron for planning this event.



Bye Bye Birdies; Hello Pegah's

By Warren Wood

Some of us more seasoned club members may remember the 1963 movie “Bye Bye Birdie” starring a young Ann-Margret in a musical comedy inspired by the sensation of Elvis Presley being drafted into the Army. That movie title came to mind when I saw Eric Dieckhoff's April 21 email that Birdies Pub and Grill near 75th and Antioch in Overland Park, where our monthly Club Nights Out have occurred for 11 years, had closed. Apparently the proprietor and the building's owner could not get together on a new rent increase so the proprietor just closed up shop for good. It was a good long run there, and we are sorry for its abrupt end.

A search for a new location to replace Birdies quickly began. We tried Johnny's Tavern in Shawnee for the May 2 get-together with no noticeable loss in attendance numbers. Johnny's was okay, but the Board wanted to check out another place – Pegah's Family Restaurant in Lenexa off of 87th Street and a bit west of I-35. The Board held its monthly meeting there on May 21 and found it to be a very acceptable replacement for Birdies. Pegah's has a large separate room that will accommodate our group, the noise level is lower than at Birdies and Johnny's, access via a major highway is better, and parking is ample. The Porsche Club also has its regular meetings there (on a different day).



So, the Board decided to try Pegah's Family Restaurant as our new Club Night Out venue. The address is 12122 W. 87th Street, on the north side of 87th and between Quivira and Monrovia Streets. You cannot see the place or its address from 87th Street, but it is there in the small strip shopping center, facing east. At this writing, 87th Street in that area is being re-surfaced, so watch out for road work there.

See you at Pegah's for Club Night Out on June 6!

The Saga of “Birdies Pub”

By Paul McBride

The Newsletter archives tell the story of our long time association with Birdies Pub. Prior to April 2008 we had used many locations for our monthly “Club Night Out”. Most of them were on the Missouri side of KC. The last location before Birdies was “Jakes Smokehouse” at 83rd Wornall.

Quoting Jack Edwards Director's notes from May 2008..... *“April 3rd we had our first meeting at Birdies. What a great turnout, 40 showed up, it must have been time for a move.”* So Birdies was our monthly meeting spot for nearly 11 years to the day!

Birdies Pub was not perfect, none of them are, but we have enjoyed the best attendance of any location. It will be a challenge to find a place where the waitress knows your name and drink on sight.



Our favorite Birdies waitress, Nicole, posing in Jack Edward's TR4

Chasing A Pesky Problem

by Steve Carver

We purchased our 1976 Spitfire in 2010. It was in good shape and required minimal work. As with all older cars, it requires a bit of TLC from time to time. While this experience is a bit dated, I thought someone in the Club might find the information useful.

Driving started early in 2018 with a bone chilling trip in February to participate in the Club's Sir John Black's birthday photo shoot. Despite the arctic cold temperature, the car ran like a top. A few months later, spring rolls around (at least on the calendar) and I take the car for a neighborhood drive to run a few errands. Experienced loss of power at low speed going up an incline. Car died, would fire but only momentarily, and would not run. Result: towed home.

The battery is normally kept on a tender but had not been plugged in the preceding weeks. Thinking the problem might be with the battery or alternator, I had the battery tested which was fine. Following the alternator replacement, a test drive around neighborhood still resulted in loss of power at low speed and on inclines. I was able to creep home. Replaced the coil. Another test drive seemed promising – plenty of pep, tachometer RPMs were stable, and no power loss. About 10 minutes in, I decided to try a few miles at interstate speed. Car accelerated nicely. At 60-65 mph, the car sluggishly engaged overdrive and started to experience power loss. Clicked out of overdrive but power loss continued. Wound up driving on the highway shoulder at about 30 mph to the exit near home, where the car promptly died and would fire but not sustain spark. Although the fuel filter looked clean, I replaced it anyway on the side of the road just in case. Result: towed home.

Since Warren Wood told me about the Triumph Experience website and discussion boards a couple of years ago, I have become a frequent reader. Most of the search results on my problem seemed to focus on fuel-related issues. I removed the fuel filter from the engine compartment (one remains in the boot) and wrapped the fuel line leading to the manual fuel pump to minimize vapor lock. Even though the fuel pump did not have much wear, I changed it out and kept the “new old one” as a spare. After disconnecting the fuel line in the engine compartment and boot, I flushed the line by liberally using a can of carburetor cleaner. Having placed a clean paper towel in a pan under the rear of the car prior to the flush, the paper remained clean, so fuel line blockage was not a problem. I had previously replaced all rubber fuel lines with ethanol rated lines. Also, the dashpot had been leaking oil, which was rectified by a new diaphragm and O-rings.

This work was done the Friday before the Triumph and MG clubs' Lexington trip (May 13, 2018). Having not had time for a test drive, we drove our other white car to that outing. I discussed my issue and attempts to remedy it with Roger Elliott during a break in Lexington. He mentioned having read about a possible problem with the electronic ignition and that an inexpensive “fix” might involve a GM (yes, General Motors) electronic module. Roger emailed some information and I did further research on Triumph Experience. Apparently, all Federal spec. Spitfires from (about) 1975-on were fitted with electronic ignition. It seems that the Lucas AB14 electronic ignition amplifier [see Pic 1] in the 1975-1980 Spitfires contain GM parts (standard 4-pin GM Ignition Module, part number HEI TP45SB for a 1980 Chevy Chevette with a 1.6 L engine) that are still available at local parts suppliers. Pic 2a was downloaded from the Triumph Experience. Who knew?

Why not give it a try?



Pic 1—Lucas AB14 electronic ignition amplifier



Pic 2a– From the Triumph Experience.

Continued on page 12

I picked up a new ignition module for about \$30 from O'Reilly's. After disconnecting the battery and the lead wire from the coil, I removed two bolts connecting the electronic ignition to the fire wall and four small screws to remove the back plate.

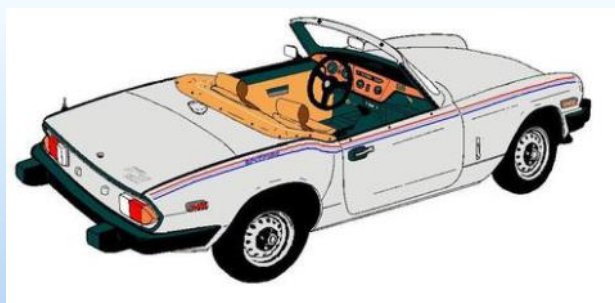
[Pic 2b is a photo from our car.] While it did not have the GM label, it looked to be the same. A bit of drilling was required to remove the original module from the casing. I switched the wires from the old module to the new one (straight swap, spade connections), applied the conductive goo (included with the module) to the back of the new module, and secured the new module using two bolts. [Watch all grounds as the GM module body grounds to the Lucas box which grounds to the car body.]



Pic 2b—New module in Lucas housing

WELCOME NEW MEMBER

Seth Ligtenberg
1976 Spitfire 1500



Find us on:
facebook®

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

After- Market Triumph Motorcar Accessories (Circa 50's and 60's)

By Paul McBride, Historian

As the popularity of sports cars from England, Germany, Italy and the U.S. exploded in the fifties, many hopeful and enterprising companies sprang up to satisfy the desire to accessorize. Notable ones were Vilein B. Haan, MG Mitten, Jay's, Plastic Dynamics, AMCO, Wilco and Abarth & Stebro exhaust systems. Old standbys Sears and J.C. Whitney also began supplying to the sports car crowd.

I've drawn a sampling from advertisements in "Road & Track", "Sports Car Illustrated", "Sports Car Graphic", and from the '64 HAAN catalogue that I solicited after buying my new '63 Spitfire. Yes I still have it... the catalogue. Some ads may amuse. Some could trigger nostalgia. Others, like the 5-way Centurion side curtains, are curiously enigmatic. Did Standard Triumph really give its approval?





NEW

TRANSPORTER Sports Car Trailer

designed for all American and Foreign cars

The Transporter one-wheel utility trailer is completely collapsible . . . folds up into compact unit that can be stored in trunk of car, in garage or folded in collapsed position on car bumper. The Transporter Trailer is constructed of tubular steel, with horizontal springing . . . weighs 100 lbs., has a 750 lb. load capacity.


ACCESSORIES INTERNATIONAL
1931 Blake Ave., Los Angeles 39, Calif.

\$129⁵⁰ f.o.b. factory

\$149⁵⁰ with collapsible box

Write today for **FREE BROCHURE**

When ordering give year and make of car

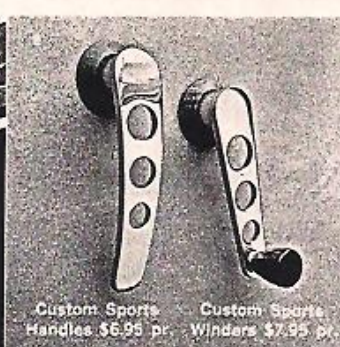


**ORIGINAL
FACTORY
WORKSHOP
MANUALS**

Original Factory Workshop Manuals

Austin-Healey 100/4	\$12.50
Austin-Healey 100/6 & 3000	12.50
Austin-Healey Sprite Mk. I	12.50
Austin-Healey Sprite Mk. II	12.50
Jaguar XK-120, Mk. VII	15.50
Jaguar 2.4, 3.4 & 3.8 Mk. II	17.50
Jaguar XK-E	17.50
Jaguar Mk. X	17.50
MG/TD - TF	10.50
MGA 1500 & 1600	12.50
MG Midget 1962 on	12.50
MGB	12.50
MG 1100	12.50
MG Magnette	12.50
Morgan	4.00
Triumph TR-2, 3 & 3A	15.50
Triumph TR-4	17.00
Triumph Spitfire	18.50
Volvo P-1800	15.50
Volvo 122-S	15.50
Volvo 544	15.50
VW incl. 1960	7.95
VW 1961-64	8.95

(VW Manuals printed in Australia)



Free! 88-page catalog

Vilém B. Haan, Inc.

International motoring accessories

In England / Vilém B. Haan (London) Ltd. 91, Pimlico Road London, S.W.1

motoring accessories for enthusiasts

A — New Seat Belt-Shoulder Harness Combination — Gives maximum driving safety with complete comfort. Unique design permits instantaneous release of all parts with a simple "flick of the buckle". Entire assembly exceeds S.A.E. standards. Easy installation. Choice of Black, Gray, Green, Maroon, Royal Blue or Tan. Complete assembly \$12.95 ea. Seat belt without shoulder harness \$8.95 (Shoulder harness section cannot be purchased as a separate unit.)

World Champion Jim Clark Driving Gloves — Made in England of thin, pliable, long wearing kangaroo skin. Stretchable side panels. Washable. A champion touch. Ex. Sm. (ladies), Sm., Med. & Large. Avail. Solid Black or Brown, Grey w/Black trim or exciting new Red. Specify Color & Size\$10.95

B — Chrome Maserati Air Horns — Three trumpets producing great penetration and carrying power. Toggle switch allows choice of three alternating tones or one tone in unison. Compl. w/fittings. Specify 6 or 12 volt \$34.95. Dual Model, non-alternating \$24.95. Also Italian Red Plastic — Triple Trumpets \$29.95; Dual Model \$19.95. The "Colonel Baggy" — Five chrome trumpets play the march from "The Bridge on the River Kwai" or five notes in unison. Specify 6 or 12 volt ..\$34.95

C — Continental Headrests — Elegantly combining comfort and safety. Each is an example of superb Scandinavian craftsmanship. Finished in a hard-wearing, washable, simulated leather. Adjustable height and rake, fits easily to most cars WITHOUT DRILLING. Specify Black or Red ..\$14.95 ea.

D — Derrington Steering Wheels — Corvette to '62 (frame only). Morgan, \$50.00; Alfa Giulietta, AH fixed, Jag. XK-140, 150, 3.4, MK, IX, XK-E, MG-TD/TF/A & MG B, Midget MK. II, Sprite MK. III, Porsche (to '59), TR 2 & 3 fixed \$55.00, Aston, AH adj. Jag. XK-120, MG/TC, Midget MK. I, MG 1100, TR 2 & 3 adj., TR 4, A & Spitfire, Sprite MK. I & II \$60.00. Jag. 3.8 MK II, with horn assembly\$65.00

Krooklok Anti-Theft Device — At last a way to lock the steering of your car securely and easily — even when the windows and top are down! A necessity for every motorist, the Krooklok pro-

vides a positive lock between pedal and steering wheel and can be attached in seconds each time the car is parked \$14.95

E — Custom Sports Handles — The latest Grand Turismo styling for your cars interior. These highly polished chrome finished handles are accented by fine quality solid Walnut trim. Avail. for VW, Karmann Ghia, Ford, Mercury, Mustang, Cougar, GM- GTO, Camaro, Firebird. Specify make, model and year. Door Handles \$6.95 pr. Window Winders \$7.95 pr.

F — Super Jet Goggles — Famous English goggles specially designed to be worn with a helmet. Special side clips ensure perfect moulding to face. Fingertip nose bridge adjustment. Fully ventilated. Foam rubber face piece is covered with soft leather. Specify clear or smoke. \$8.95 ea. "Snap in" Repl. lens sets, specify clear or tinted\$4.25 set.

G — Amco Demountable Luggage Rack — Finest quality, heavy duty, tubular steel. All welded construction and finished in beautiful chrome plate. Fits all sports cars with a rear deck lid. Easily mounts on four chrome pedestals. \$26.95

H — Porsche 911, S, 912, Bumper Guards by Amco — Heavy duty tubular steel, triple chrome plated. Front\$17.95 Rear (double bar, not illus.)\$24.95

Imported Car Badges — Baked enamel on solid brass, 30 different styles (send for full colour list)\$3.95 ea. Badge Mounting Hardware — Bumper Guard Clip, chrome on brass to fit any AMCO grille guard. \$1.25 ea. for VW/356A Par. \$1.50 ea. Mount-a-Badge, stainless steel to mount rear mtg. badge onto above clips.\$1.75 ea.

I — Nardi Steering Wheels — Italy's ultimate in elegance, motoring comfort and safety. MG/TD-TF-A \$70.00. AH 100/4 & 6, 3000 fixed boss, MG/TC, MGB, Midgts, TR-4, A, Spitfire, Sprite, VW \$80.00; AH 100/6, 3000 adj. boss, Alfa Giulia & Giulietta, Aston, Sting Ray, Jaguar (all models except XK-120), MB 190SL & 300SLR, Porsche 356A, Volvo P-1800 \$90.00; Alfa Giulia GT, Duetto, Jag. XK-120, Porsche 356B, C, 911, S & 912, Mustang (w/altern) \$95.00; MB 300SL, 230SL, 220, 250 & 300 Ser. Sedans (1962-67) ...\$98.50

Please use your ZIP CODE, 10 day money back guarantee, 1/3 deposit on C.O.D. orders. Calif. residents add 4% sales tax. Dealers inquiries invited.

10307 Santa Monica Blvd., West Los Angeles, California 90025 • phone 272-4455



The Porter—adds 24 cubic feet of safe, dust-free, weather-protected carrying capacity to small cars.

new! neat! and nimble! MASTERCRAFT SPORTABLE



Write for literature and prices
or ask your favorite car dealer
to get you the facts.

It's Three trailers in one! The spanking-new Mastercraft Sportable 1000 is a Porter... a Hauler... and a Sleeper. You get a sturdy basic utility trailer (HAULER) and by adding a lock-equipped fiberglass top, you have a safe, luggage-carrying PORTER... or add the complete, specially-designed cover with slide-out canvas compartment and you have the SLEEPER. A larger capacity utility-sleeper combination, the Sleeper 1500 is ideal for heavier loads.

FEATURES: Precisely-balanced construction • Full width tail gate • Welded steel body • 8" demountable auto wheels • and many more engineering and design advances.

Designed and engineered by Mastercraft—makers of America's favorite boat trailers.

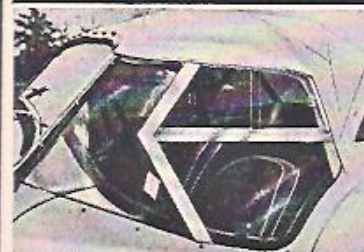
MASTERCRAFT trailers, inc.

Subsidiary of Cadre Industries Corp.

MIDDLEFIELD STREET • MIDDLETOWN, CONNECTICUT • P.O. BOX 398, LOS GATOS,
CALIFORNIA • 525 NORTH ANDERSON ST., ELWOOD, INDIANA



TR/OWNERS



replace your present curtains with new 5-way Centurion windows!

Get 63% more visibility, built-in wind-wing, more cockpit comfort and complete air control! Acclaimed by TR owners... all plexiglass and aluminum built to last! Many unique features! Only \$89.95, No installation

Approved by
STANDARD
TRIUMPH



CENTURION MOTOR DISTRIBUTORS, CORP.
340 Canal St., New York 13, N. Y.

DEPT. RT-5

Please send me Free literature on Centurion
Windows.

Name

Address

City & State

Agents & Dealers Inquiries Invited

amco ACCESSORIES FOR THE TRIUMPH SPITFIRE

Purchasers of amco equipment are assured that they have selected the finest sports car accessories available. Only the finest materials are used and precision workmanship is fully guaranteed. Each accessory is packaged complete with all necessary hardware and detailed installation instructions. amco is the only manufacturer that produces a complete line of accessories for all sports cars.



amco VISTA GRILLES... full floating Vista Grilles reduce air flow restriction for greater ventilation and engine cooling. Gives the Spitfire a striking custom appearance. Constructed of heavy-gauge oval steel tube, and triple chrome plated for permanent beauty. Easily installed.
#5422 — \$29.95.



amco SKI RACKS... hold two pair of skis and poles that are cinched down by foolproof threaded clamps. Rack rides on four large neoprene cups, and is secured with heavy-duty wing nuts. Cups are slip-proof and mar-proof. Construction: heavy gauge tubular steel bright zinc plated to resist severe weathering.
#5322 — \$22.95.



amco DEMOUNTABLE LUGGAGE RACKS... offer the clean, functional lines of a permanent rack, yet can be removed in seconds. Rack is secured by four wing nuts under deck lid. When rack is removed, four chrome buttons are visible on deck lid. Construction: heavy gauge tubular steel triple chrome plated. #5318 — \$26.95.



amco DETACHABLE LUGGAGE RACKS... provide the utility desired, yet do not require holes in deck lid for installation. Rack rides on four large neoprene cups, and is secured with heavy-duty aircraft-type turnbuckles. Cups are slip-proof and mar-proof. Construction: heavy gauge tubular steel triple chrome plated.
#5313 — \$22.95.



amco LIGHTER-ASHTRAYS... are crafted of stylish black Royalite with pebble finish. Chrome ash-tray lifts out easily to empty, yet cannot bounce out. Unit features an illuminated well-type Casco Lighter. An attractive and convenient accessory. Choice of flat or curved mounting. Complete, ready to install in minutes.
Flat Mt. #7001-12V
Curved Mt. #7002-12V \$8.95 ea.



amco SCUFF PLATES, THRESHOLD PLATES & FRAME COVERS... a must for the discerning car owner. Eliminates two of the most common points of wear. Protects threshold and door panel edges from abusive foot wear. Formed from heavy satin finish ribbed aluminum. Easily installed.
Scuff Plates #6528 — \$3.95 set.
Threshold Plates #6529 — \$4.95 set.
Frame Covers #6530 — \$11.95 set.



amco EMBLEM SHIFT KNOBS... with original factory emblems re-creating in full color. Emblems are etched deeply with recesses filled (not painted), with vivid non-fading fired enamel colors. Knobs are heavily chromed, and specially shaped for a full comfortable shape. Three designs to choose from. TR Emblem #8126-7, Crossed Flags #8126-2, St. Christopher Medal #8126-3.



amco REAR BUMPER GUARDS... insure full protection while contributing to the distinctive styling of the Spitfire. Guards are formed of heavy-gauge tubular steel and are triple chrome plated for permanent beauty. Easily installed using existing bolts. No holes to drill.
#5523 — \$17.95.



amco BATTERY LINERS... an inexpensive safeguard to prevent damage to firewall and car interior from corrosive action of battery acid. Heavy duty liners are made of corrosion resistant Royalite that are ribbed for extra strength. Are guaranteed to give maximum protection. Installed in minutes.
#7302 — \$5.95.



amco SHIFT PATTERN PLATES... are uncommon in quality of materials and workmanship. Made from thick brass plates that are deep-etched, chromed, then filled (not painted) with fired enamel colors. Black background and red numerals and letters. Measure 2 1/4" x 1 1/4". An impressive piece for the dash. #8102 \$1.95 each.



Adding LED Bulbs to a TR3

By Keith Jordan

One of my preferences (and enjoyment) is keeping my TR3 as “original” as possible. The word original, of course, has many meanings in the old car hobby, and in my case, I want things to look as though they did when the car was built in the 1950s. I don’t mind improvements, particularly ones that involve safety, but I don’t want my car to look modernized or really even modified.

When I bought the car, I knew I had to replace all the consumables, such as fluids, rubber pieces, tires, etc., even certain trim pieces. I also replaced all of the lighting with new bulbs (old ones can grow dimmer with age), including halogens for the headlamps. I figured I’d install LEDs eventually, so last year it was LED stop lamps (when I did the headlamps) and this year would be turn signals, which required more work because the original flasher doesn’t “recognize” the LEDs, due to their low current draw.

I purchased my stop lamp LEDs from a TR Register member in the UK, Robert LeBrocq, who custom makes them. I liked the idea of supporting a fellow TR enthusiast. They were inexpensive, about \$12.75 each. An easy replacement for the Lucas bulbs that were in the taillights. I had previously converted to negative earth in anticipation of add LEDs. The difference was quite visible.

After getting my car back from Macy’s Garage in Ohio, where I had the drive train rebuilt along with some other items, I wanted to install LED flashers. I asked Bob LeBrocq if he made those, he said no he doesn’t, but offered to get them for me from the place where he gets parts for the ones he does make! I offered to buy them myself, but he said he’d do it! Such service! The ones I got are white LEDs with amber flashers for the front and red LEDs for the rear lamps. The front ones show white when you have the “side/head” switch on and flash amber when the turn signal is on. Cool! You want to have red LEDs under red glass, otherwise white ones will look pink.

KC Triumph member and intrepid explorer Jeff Givens showed me how he put the electronic flasher “innards” into an original Lucas flasher body. I decided to try that. I had recently purchased a used 1958 Lucas flasher of eBay, so I thought I’d use it. I took the plastic case off the electronic version and made sure it would fit. I had to file the bottom piece to fit the original round aluminum case. I also drilled and tapped the lugs to accept the original screws, which were a 6-40, using a no. 32 drill bit. The electronic flasher has a ground wire which you could attach to the case, but I drilled a hole at the top *behind* the top screw lug, where the wire could then attach to the body screw and not be seen. Since I made the hole just large enough to for the wire, I had to unsolder it from the inside board, then feed it through the top as the other end had a lug for the screw.

Once done, I installed everything, replacing the flasher and the bulbs and checked it out as I went. I did so by turning the key on, then working the turn signal lever and/or the side/head switch. All worked fine, until I tried it with the motor running and nothing worked properly. The lights flashed quickly and erratically or not at all. Hmmm.

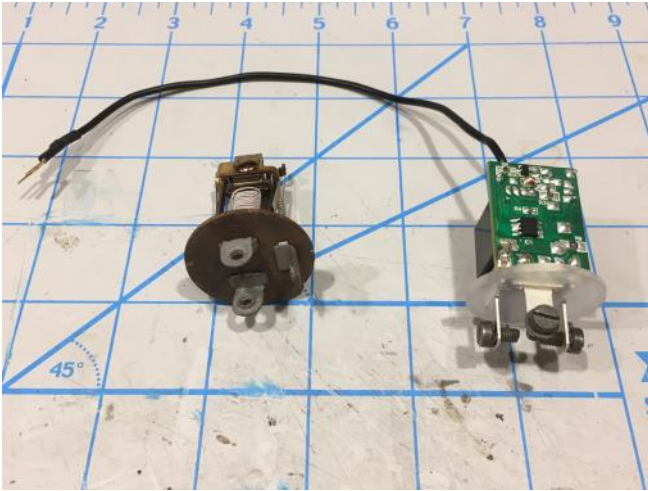
I posted my dilemma on the British Car Forum and Randall Young from LA had the answer: I was getting electrical “noise,” probably from the generator, which was interfering with the electronic flasher. To fix it, he described a circuit which would add some bypass capacitors at the flasher. Add a green wire connection to ground, a 10 mfd (microfarad) electrolytic plus a .01 mfd mica or ceramic should do it. Exact values weren’t important. The two different capacitors would cancel out the low and high frequency noise. He alternately suggested adding load resistors, which would allow you to use the original flasher.

I chose the latter route, even though I had converted a flasher. It seemed easier. He suggested 50W 60 ohm LED load resistors, which are designed for LED turn signals or license plate lamps. You can buy them here: <https://www.amazon.com/Resistors-Sig.../dp/B004EDF8HY>

They’re \$4.75 a pair, I bought two pair, one for each “corner.” One of the other forum members had suggested them in a separate thread and also had a photo of what he did.

They’re roughly two inches long and about a half-inch square in cross section. I painted mine red to match my body work (using engine paint since they do get hot) and epoxied small Neodymium magnets (which are very strong) to the bottom so I could attach them wherever they *wouldn’t* be seen. For each resistor, I added either a green/red (left hand side) or green/white (right hand side) wire on one end and a black ground wire on the other end. I added shrink tubing to protect the soldered connection. The wires for the two front ones are 12 inches long, the rear ones are 6 inches long. I used bullet connectors where applicable, the ground wire in the rear ones is connected to the license plate lamp screws.

I installed them one at a time, the ones in the rear attached up underneath the rear apron next to each lamp holder, the front ones up underneath the front apron. You can’t see any of them casually. I put the LEDs in one at a time, checked them out with the ignition switch on, then with the motor running and they work perfectly. My TR3 is now much more visible in the daytime and at night!



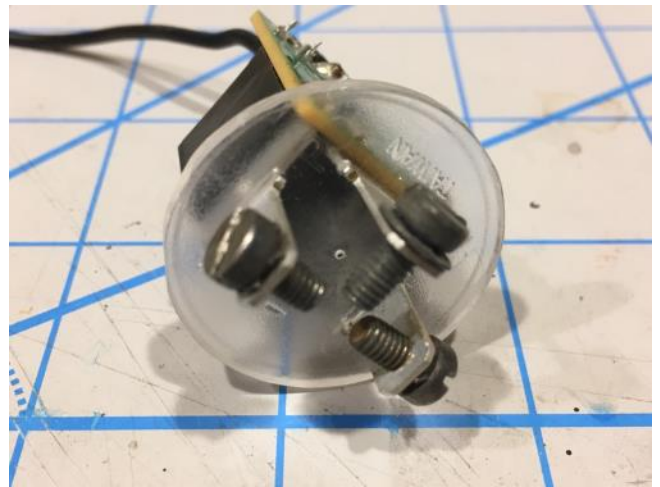
The original “innards” (scientific term) are on the left, the electronic stuff on the right. The spade lugs have been drilled and tapped for the original screws. Later cars used Lucas (spade) connectors and no screws.



After carefully bending out the bottom flange, the “innards” have been removed.



The hole for the ground wire has been drilled at the top behind the body mount.



The bottom of the electronic flasher needs to be filed to fit the original body. I used a Dremel with a rotary drum sanding bit.

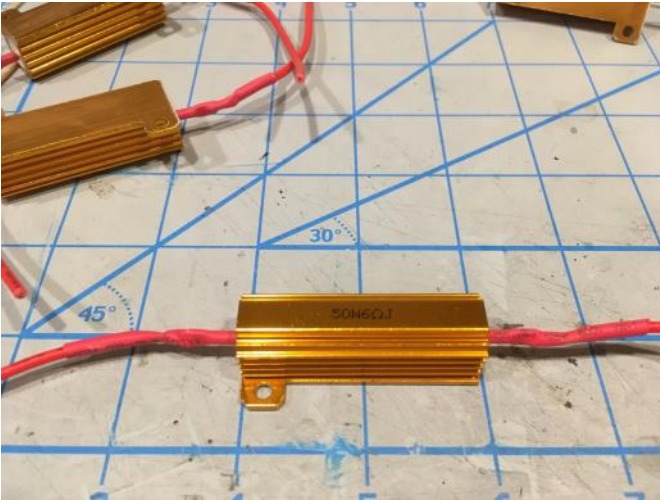


The finished project. I painted the bottom a dark brown (it was originally clear) to mimic the original fiberboard bottom.

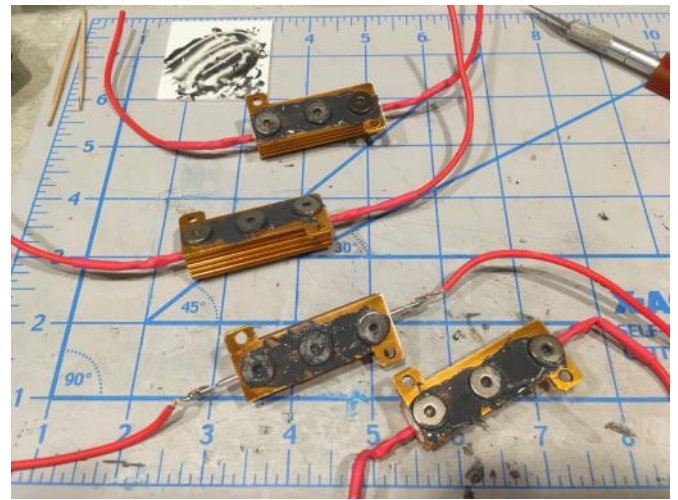
<http://www.kansascitytriumphs.com>



The ground wire poking out the top. Once installed on the body, it's invisible.



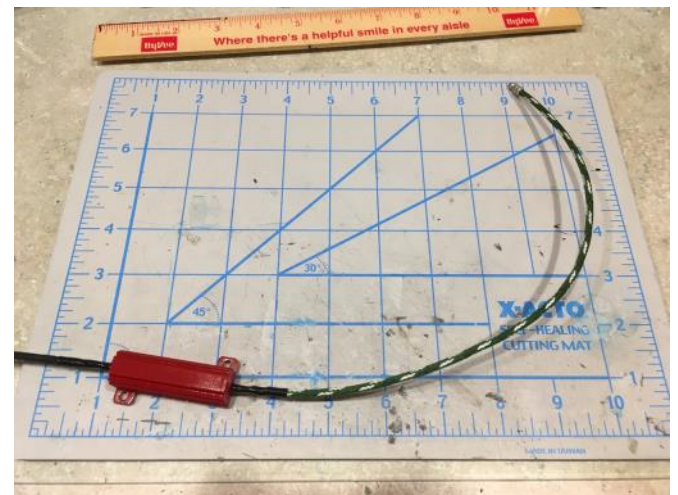
The 50 watt, 60 ohm resistors. They're plated a bright gold color.



Three neodymium magnets are epoxied to the bottom of each resistor using JB Weld, which will stand high heat.



The resistors were painted with engine enamel, also resistant to high heat, since they get very warm. The brass wire is a handle for painting. I spray-painted them outside, hanging from a coat hanger.



The finished product. Painted red, they're fairly invisible and the correct period wiring (in my case, cloth-covered) looks right. One side is the ground, the other the feed.



Final Result: Bright parking lights!



Final Result: Left side bright Amber turn signal!

As Luck Would Have It

My roommate was an Electrical Engineer

By Craig Simon

Sometime in early spring of 1977, the muffler that had kept me company all through Germany, Denmark, France, Spain, Morocco, Italy, Norway and Sweden finally let go. Except for falling off in Sweden momentarily trying to impress two Swedish girls, the baling wire and extra clamps had held the muffler on quite nicely. Not sure how it happened but the sporty sound from a slightly leaking exhaust was suddenly replaced with "I'm entering a Demo Derby" cackle. Pedestrians that once gave me what I interpreted as "Pretty Cool Car" glances were replaced with head turning, one eye closed, face wrinkling frowns. A new muffler was needed. A local shop said a new original Triumph muffler would cost way north of \$100. It had been mentioned for around \$30, I could instead have 2 glass packs installed. I remembered the Cigar Smoking, Woody Wood Pecker, Thrush Brand glass pack muffler my Dad installed on our 1965 Mustang. That one glass pack sounded pretty cool, so two glass packs would be awesome and cheaper is better. I went that route. Glass packs installed, I started my car and even though it was across town, I think my room could have heard me heading home.

It was now a few months later. My junior year at University of Columbia was over. I decided to visit a good friend in San Diego before I headed home to Charleston, South Carolina where my family was located. I had one week to get to San Diego and back to the University before the dorms closed and my room needed to be vacant. Figuring it would take me 24 to 26 hours straight through, I made only one vital preparation.

"How in the world can I listen to my radio or cassette player with my exhaust blaring at 116 decibels (As a reference, a Deep Purple concert in 1972 holds record of loudest band at 117 DB, three audience members were rendered unconscious)"

Having driven my Triumph for 3 or 4 months, I found a flaw in my one glass pack good, two glass packs better theory. The slight ringing in my ears every time I drove my Triumph was not a good Omen. I figured at this rate, I'd be deaf by the time I hit the Arizona border.

"As Luck Would Have It", my roommate was an Electrical Engineer. We brain stormed and figured headphones were the only way to go. He drew up a wiring schematic, which included a toggle switch, allowing me to go from headphones to regular speakers, to radio or cassette player. I went to Radio shack for parts and voila, worked like a charm.

All I needed to do now was check the oil, fill the tank, buy some junk food and hit the road. (Back then, the only time I checked brake and clutch fluid was when they didn't work. Coolant? That is what your temp gauge is for. Add coolant when your temp gauge starts heading toward the red).

On a side note, the exhaust got so loud on way back from California, I went back to muffler shop and complained. They checked it out and said the glass packs installed were incorrect and way too small. They had blown out. Installing longer ones under warranty, I loaded up my Triumph and headed for home. Not so noisily.



Picture was taken after I pulled into my parents garage upon arriving home.

Headphones on top of thermos, highly sophisticated Toggle switch, headphone jack panel behind shift console. Don't know why I used my bed sheets as a seat cover. Cooler on butt I suppose. Must not have worked. Never did it again. Still have the hats though.

Club Board Meeting Notes

By Warren Wood, Secretary

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

Board Meeting of Apr. 16, 2019:

Steve Vehlewald reported that the Club's new website is up and looking good. --- The list of Club officers designated as "owners" of the Club's Google Group (those having the most "permissions" in managing this email group) was revised, reducing the number of "owners." --- Warren Wood described a "Test Drive" event held successfully by another TR club in which a member takes a "test drive" in another member's TR. This event will be offered at the June 2 picnic. --- Other upcoming events were discussed.

Board Meeting of May 21, 2019:

The meeting place changed from Birdies Pub, which closed in April, to Pegah's Family Restaurant in Lenexa to give it a try for future Club Night Out gatherings. The experience was favorable, and the Board decided to make Pegah's the new Club Night Out venue. The CNO date will continue to be the first Thursday of the month. --- The Board worked on final plans for the June 2 picnic at Shawnee Mission Park. So far, over 50 people are planning to attend. --- Mark Gillissen is working on a format for a simpler "banking summary" to be included in future newsletters instead of the monthly Treasurer's Report to keep members informed of the Club's finances.

JOIN KANSAS CITY TRIUMPHS

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

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

Mark Gillissen, Treasurer
9131 Darnell Street
Lenexa, KS 66215
913-888-4565

NEW MEMBER APPLICATION

New: _____ Renewal: _____

Name: _____

Spouse: _____

Address: _____

City, St, Zip: _____

Phone: _____

Email: _____

Car(s) Information:

<u>Make</u>	<u>Model</u>	<u>Year</u>	<u>Vin#</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

2019 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

JUNE			SEPTEMBER (Con't)
6/1	ARROWROCK DRIVE AND LECTURE		9/5 - 7 BRITS IN THE OZARKS - FAYETTEVILLE, AR
6/2	BRITISH CAR WEEK PICNIC (MG & LC INVITED)		9/12 KACTUS CREEK CROQUET - PARKVILLE, MO
6/6	CLUB NIGHT OUT, 6:00 PM		9/14 PHOTO SCAVENGER HUNT (MG)
6/7	HOLYFIELD WINERY & JAZZ - BASEHOR KS		9/17 OFFICERS MEETING, 6:00 PM
6/8 - 9	GOBMC ALL BRITISH CAR SHOW - CARTHAGE, MO		9/21 ST. LOUIS ALL BRITISH CAR SHOW
6/8	BEETHOVEN #9 GERMAN FOOD, PAOLA		9/28 BARN PARTY (MG)
6/18	OFFICERS MEETING, 6:00 PM		
6/21	TECH - JESSE PRATHER'S DYNO-DAY - TOPEKA, KS	OCTOBER	
6/22	CHURCH OF THE RESURRECTION CAR SHOW	10/3	CLUB NIGHT OUT, 6:00 PM
6/29	TRIUMPH FOOD CRITICS	10/3 - 6	6-PACK GATEWAY TRIALS - ST. LOUIS
JULY		10/5	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
7/4	CLUB NIGHT OUT, 6:00 PM	10/6 - 11	VTR NATIONAL - DRIPPING SPRINGS, TX
7/13	DRIVE-IN MOVIE NIGHT (MG)	10/6	LAWRENCE CAR SHOW - LAWRENCE, KS
7/13	SUMMER BREAKFAST RUN (MG & LC INVITED)	10/11 - 13	LAKE GARNETT TRACK EVENT & CAR SHOW
7/16	OFFICERS MEETING, 6:00 PM	10/13	GARNETT TRACK DAY PICNIC (MG)
7/21	GREAT AMERICAN CAR SHOW	10/15	OFFICERS MEETING, 6:00 PM
7/27	WESTON, MO RUN	10/19	FALL FOLIAGE RUN (MG & LC INVITED)
AUGUST		10/26 - 27	FAT RUN (MG)
TBD	TECH SESSION	NOVEMBER	
8/1	CLUB NIGHT OUT, 6:00 PM	TBA	MILL CREEK HILL CLIMB (MG)
8/3	TRIUMPH FOOD CRITICS	11/7	CLUB NIGHT OUT, 6:00 PM
8/18	KC RIVER MARKET CAR SHOW (MG)	11/9	PONY EXPRESS/JESSEE JAMES, ST JOSEPH, MO (LC)
8/20	OFFICERS MEETING, 6:00 PM	11/9	CHILI SUPPER
8/31	TRIUMPH FOOD CRITICS	11/19	OFFICERS MEETING, 6:00 PM
SEPTEMBER		DECEMBER	
9/1	HEARTLAND ALL BRITISH CAR SHOW	12/5	HOLIDAY PARTY
9/5	CLUB NIGHT OUT, 6:00 PM	12/17	OFFICERS MEETING, BIRDIES 6:00 PM
9/7	CARS & COFFEE AT KC AUTO MUSEUM (MG)		

EVENTS IN BOLD PRINT ARE SPONSORED BY THE KANSAS CITY TRIUMPH SPORTS CAR CLUB

ITALICIZED EVENTS ARE CAR SHOWS SPONSORED BY OTHERS - NO EVITE WILL BE SENT

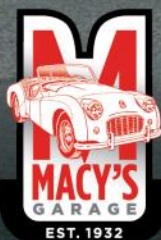
(MG) - EVENTS PLANNED AND SPONSORED BY THE MG CLUB FOR WHICH WE HAVE BEEN INVITED

(LC) - EVENTS PLANNED AND SPONSORED BY THE LAWRENCE ALL BRITISH CAR CLUB FOR WHICH WE HAVE BEEN INVITED



Support Our Advertisers

When only the very best will do.



**EXCLUSIVELY
REPAIRING AND RESTORING
TRIUMPH TR2 THROUGH TR6**

**WWW.MACYSGARAGE.COM
(937) 667-3014**

PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018

LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVING ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753
(631)369-9515

<http://www.AppleHydraulics.com>



APR09

www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050

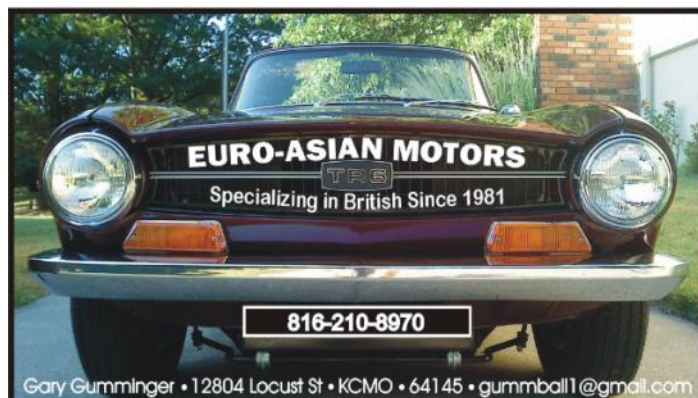
Fax: 610-845-3518

email: sales@britishwiring.com

P.O. Box 185 • 617 Walnut Street • Bally, PA 19503



www.BritishWiring.com



Gary Gumminger • 12804 Locust St • KCMO • 64145 • gummball1@gmail.com

ALTERATIONS BY HONEY

HONEY HANNAH

SEAMSTRESS.HANNAH@GMAIL.COM

7732 W. 95TH., APT.A
OVERLAND PARK, KS 66212
913-558-3641

Support Our Advertisers

"Keep'em On The Road"®

Parts and Accessories for

TR2, TR3, TR4, TR4A, TR250, TR6, TR7, TR8, GT6, Spitfire



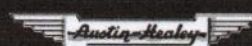
VictoriaBritish.com

(800) 255-0088

©2016 Long Motor Corp.



SUNBEAM



Support Our Advertisers

Travel Plus!

Alice Carroll
Travel Consultant
913-381-5350
alicecarroll@kc.rr.com



Planning for a Triumphant Trip



Ed Curry
Senior Tax Specialist
New Office Location:
5309 Johnson Dr.
Mission, KS
913-432-5182

Edward.Curry@hrblock.com

TRIUMPH OVER TAX

The Vintage Triumph Register

was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

Or go to the Vintage Triumph Register website, www.vtr.org.

for additional information and a membership application.



NAME THE LBC



Hint: Would this qualify for VTR listing?



April's car was a Mini Moke and shared it's drivetrain with the Austin (Mini) Cooper

Classified Advertising



1968 Spitfire MK3. Clean title, not running. Comes with lots of spares. Contact Kenny at kwymore77@gmail.com or 816-769-6960 for more details. \$1100 obo.



Jack and Tool Storage Bag. Heavy, durable vinyl. Will hold TR3-4 jack and ratchet, plus tire iron or smaller head wire wheel lead hammer. Never used. \$50 Keith Jordan 913-314-2720 ckjordan@kc.rr.com



TR4 speedometer and tachometer. Working when removed from my car just recently. \$60 each or \$100 for the pair. Keith Jordan 913-314-2720 ckjordan@kc.rr.com



TR3 hardtop. Some surface rust, but solid. Rear window intact, some mounting hardware included, missing chrome side rails. Sorry photo is not the best. \$400, prefer local pickup. Keith Jordan 913-314-2720 ckjordan@kc.rr.com

Classified Advertising

1978 Triumph Spitfire 1500

- Maintained and upgraded by KC Triumph Club members since 2006
- Complete records back to 1996 documenting \$26k in parts and labor
- Never any rust or bodywork
- All new tires 2 years ago
- New Robbins Top and Tourneau cover
- Phone 913 469-4306 (leave message) or email bhaefner@gmail.com
- The car is in Olathe, KS and can be inspected indoors
- Asking \$9350
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157678806867638>



1951 MG TD

- Well maintained driver. Build date February 13, 1951.
- Odometer has been reset during a 1983-1988 frame off rebuild.
- Complete records of rebuild and major expenses since 1988
- Current mileage on odometer; 12,618.
- Replacement of wood and metal in 1983-88 were stock - MG TD parts.
- Car places well in local shows.
- Only driven 321 miles since June of 2015.
- Includes original owner's manual, shop manual, Whitworth wrenches and original jack
- Paint in fantastic shape for the 32 years since car rebuild
- Top is old but serviceable, Side Curtains are in very good condition.
- Prior owner invested \$15,000 in car
- Asking \$17,000
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/7215770599208901>



1979 MGB, MK IV Convertible

- Two-tone Brooklands Green over Frost Green.
- Honey Tan top and interior
- Never rusted California car
- Stainless exhaust
- Compression 140 all four cylinders
- Extra chrome engine dress up, all stainless flex lines (fuel brakes and clutch)
- New and upgraded parts too numerous to list
- Displayed often at the Kansas City Auto Museum
- New battery 6/29/2015
- Odometer 36,746 only driven 128 miles last five years
- Asking \$8800
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com.
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157703603213851>





CLASSIC CARS + FOOD TRUCKS!

Benefits Resurrection Hunger Relief and Car Repair Ministries

SATURDAY | JUNE 22 | 2019 | 9 AM - 1:30 PM

**The United Methodist Church of the Resurrection
13720 Roe Ave., Leawood, Kansas**

Registration | 7 am

Gates open | 7 am

Show | 9 - 11:30 am

Judging / Lunch | 11:30 am - 12:30 pm

Awards | 12:30 - 1:30 pm

CATEGORIES

Stock (4 classes) • Muscle Cars • Street Rods • Customs

TIER 1 - Modified Customs or Street Rods

3 or more visible modifications

0-99 ☐ Modified, Customs or Street Rods (1900-1959)

100-199 ☐ Modified, Customs or Street Rods (1960-present)

ENTRY FEES

\$30 Judged (\$25 Early Bird by June 10) • \$20 Display Only • No Refunds

TIER 2 - Stock Sports & Muscle Cars

200 ☐ Electric Powered Vehicles

300 ☐ Sports Cars (1900-1982) Foreign or Domestic

400 ☐ Domestic Sports Cars (1983-2004)

500 ☐ Foreign Sports Cars (1983-2004)

600 ☐ Domestic Sports Cars (2005-present)

700 ☐ Foreign Sports Cars (2005-present)

800 ☐ Muscle Cars

TIER 3 - Stock & All Other

900 ☐ 1900-1959

1000 ☐ 1960-1995

2000 ☐ 1996-Present

☐ **Sponsors Needed!** Sponsor one of the classes above. \$250 supports a great cause and gets you exposure to thousands of spectators and participants!

Name: _____ Office Use Only: _____

Address: _____ Club Affiliation: _____

City: _____ State: _____ Zip: _____ Phone: _____ Email: _____

Make of Car: _____ Year: _____ ☐ Coupe ☐ Convertible Color: _____

Register online at **COR.ORG/LEAWOOD/CARS**

Make check payable to The Church of the Resurrection and mail with above form to:

Kent Baker, c/o Church of the Resurrection, 13720 Roe Blvd, Leawood, KS 66224.

Questions? 913-488-7007.

Heartland All British Car and Cycle Meet



5740 Merriam Dr.
Merriam, KS 66203

**Merriam
Marketplace**

September 1, 2019

Sponsored by:

9am-2:30pm



ARISTOCRAT
MOTORS

Awards|Food|Entertainment

www.heartlandallbritish.com



Watch for more details in Evite