



# TR TIMES

Kansas City Triumphs Sports Car Club

Volume 43—Number 3 June 2021



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## DIRECTOR'S DRIPPINGS

### GET OUT AND DRIVE!

By Steve Peak, Director



Between our lovely Midwest rainstorms, I hope everyone is able to get out and drive your Triumphs. It is great seeing everyone at Pegah's for Club Night Out for food and conversation.

With May outings and a great kickoff to Drive Your Triumph week, it was good to see members from the Triumph Club, Lawrence Club and MG Club enjoying themselves at the annual picnic. We had a new venue this year, Black Hoof Park in Lenexa. The weather held off and with overcast skies and nice temperatures we had a good turnout. Thank you to Mark and Judy Gillissen for another fantastic gathering. Thank you to Ed Curry and Bob Aguilar for being our master cooks.

Weather also provided a break for the club's outing to Kactus Creek Croquet Outing, we had 16 for a perfect "fill the courts" play. It was good to see everyone enjoying the play and conversations.

With June, we have a Spring Tune-Up scheduled for June 12<sup>th</sup> at Your Classic Ride hosted by Ed Curry. Come down for eats and a tour of the venue with time to get your ride on the lift for some needed maintenance time or just hang out and converse.

We have a Garden Tour drive organized by DeeAnn and Greg Schoenhals scheduled for June 19<sup>th</sup> and a Drive to Fort Osage on June 26<sup>th</sup>.

Hope to see you all out and about. Get out there and enjoy your Triumph.

### Cover Shot:

**ROAD TRIP! 21 car caravan  
along RT 45 heading to Lewis  
& Clark State Park, Saturday  
April 17th.**

**See article on page 3.**

## UPCOMING EVENTS

**June 3: Club Night Out, inside Pegah's**

**June 12: Spring Tune-up at Your Classic Ride**

**June 19: Garden Tour**

**June 26: Drive to Fort Osage**

**July 1: Club Night Out, inside Pegah's**

**July 17: Drive-in Movie Night**

**July 18: Great Car Show at Liberty Memorial**

**July 23: Kim Aguilar Wine & Jazz Event**

## Regalia Store



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### TR TIMES

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## LEWIS & CLARK DRIVE AND PICNIC

By Larry Taylor

On Saturday, April 17<sup>th</sup> members of the Triumph and MG Clubs met at the Station in Parkville for a drive and picnic at the Lewis & Clark State Park near Rushville, MO. The weather was cloudy with the temperature in the low 50's. Never-the-less 21 cars, including Triumph's, MG's, two Miata's and a scattering of daily drivers, made the short 35 minute drive straight north on Highway 45 to the park.

After arriving at the park and visiting for a few minutes, some members decided it was too cold and took off while the majority took refuge in the WPA vintage stone shelter house that was partially enclosed on three sides and has a large fireplace. Soon the BBQ grill was lit and there was a warm fire in the fireplace (thanks to Scott Hughes who had the foresight to bring firewood) and everyone enjoyed the fire, lunch and conversation.

After lunch, some members went to the nearby Riverwood Winery for wine and music, others were seen in downtown Westin while others headed for home, some taking more scenic back roads on the way.





## Lewis &amp; Clark Drive ,Cont.



Warming up by fireplace



Steve &amp; Kim Peak and Kim Simon



Grill Master, Larry Taylor



Steve Olson, Jeff Givens and Craig Simon



## Olpe Chicken Run, April 24

by Warren Wood

The always-popular Olpe Chicken Run got back on track this year with a tour to the Chicken House in Olpe, KS, on April 24. Despite rain the night before, the weather turned out perfect for the drive – chilly at the 8:30 a.m. start and partly cloudy skies the whole day.

Most of the Kansas City area contingent, members of the local Triumph and MG Clubs, caravanned together from the McDonalds in Gardner, heading generally west on US Highway 56 with a pit stop at the Casey's in Burlingame, and then south on Kansas Highway 99 through Emporia and on down to Olpe, ten miles south of Emporia. As in the past, our group was ably led by Steve Olson, and we didn't lose a single participant along the way nor did we experience any mechanical issues! (Admittedly we did detour briefly in Emporia to circumvent a train that had interminably stopped on the rail crossing in south Emporia.)

We arrived at the Chicken House at about 11:00 a.m. where we met several members of the Kansas City Jaguar Club and several from the Topeka All British Car Club. Ten Kansas City Triumphs Club members plus a guest, and eleven KC MG Club members, rounded out the participants in the Saturday excursion. Although we have seen upwards of 100 participants in past Olpe Runs, this year's total of about 40 wasn't too bad considering we are still in the waning weeks of the pandemic. A welcome sign on the Chicken House front door said "No Masks Required."

Charlotte and her Chicken House crew served up a hearty buffet of fried chicken, ham, green beans, scalloped potatoes and gravy and a salad, with a few catfish filets to boot. None of us left hungry.

KC Triumphs Club participants included Steve Olson in his TR8, Ed Curry in his "new" TR7, Doug Eble in his Spitfire, Jeff Givens in his TR3A, Mark Meyer and Tammy Lane in Mark's Austin America, Steve and Kim Peak in their TR4, Warren Wood in his TR6, and Kim Simon and a friend in Kim's daily driver.





## Chicken Run Cont.



Mark Meyer with his Austin America



Steve Olson and his TR8



Steve &amp; Kim Peak, Kim Simon &amp; friend, Ed Curry



Doug Eble



Warren Wood, Jeff Givens, Mark Meyer &amp; Tammy Lane



## BRITISH CAR WEEK PICNIC

By Warren Wood



The Kansas City Triumphs Club ushered in the summer driving season on May 23 with its annual British Car Week picnic. The last Evite guest count for the event indicated 40 members and guests planned to attend, which was pretty close to my unofficial count of 38 who made it to the scenic Black Hoof Park in Lenexa. Although that was well short of the 77 who attended the picnic in 2019 (last year's event was cancelled due to the pandemic), still it's not too bad given the moderate chance for rain this time and the fact that some members still might have been a bit skittish as we emerge from the Covid lockdown.

We invited other area British car clubs to attend, so the car viewing was not limited just to Triumphs as indicated in the nearby photos. I counted 19 Brit cars there including ten Triumphs, seven MGs and two Minis.

Attendees enjoyed hotdogs ably grilled by Bob

Aguilar, Ed Curry, Steve Peak and Mark Gillissen, along with all the fixings and a great selection of side dishes and desserts contributed by most everyone there. Thanks to Mark and Judy G. for again hauling an SUV full of picnic gear, food and beverages to the park.

This year's British Car Week ran from May 22-30. Originated as a result of a 1997 *Road & Track* magazine article titled "Seldom Seen Cars," its intent is to get our once popular vehicles on the road to help increase awareness of them, and in turn help keep the hobby and businesses that support our cars flourishing. Perhaps we will touch the imagination of a budding British car enthusiast who will carry on our British car hobby. Along the way to and from this year's event in my TR6, I heard three shouts of "Nice car!" Did you have a similar experience?





## British Car Week, Cont.





## RATCO Tube Shock Kit - TR2 & TR3 Rear End

Installation & Photos - Paul McBride

Contemporary road tests of the Triumph TR2 & TR3 often mentioned some less than ideal handling: "On really fast curves...it is wise to allow for the fact that due to light damping of the rear springs an unexpected bump can throw the car off its line to some extent" *Motor* 4/1954. The rear axle located above the frame limited vertical movement and standard bias ply tires exacerbated the problem. Racing modifications solved the problem but at the expense of ride quality. Enter RATCO the maker of several kits for Triumph cars: frames, sway bars, steering wheels, tube shock conversions, etc. [www.rat-co.com](http://www.rat-co.com).

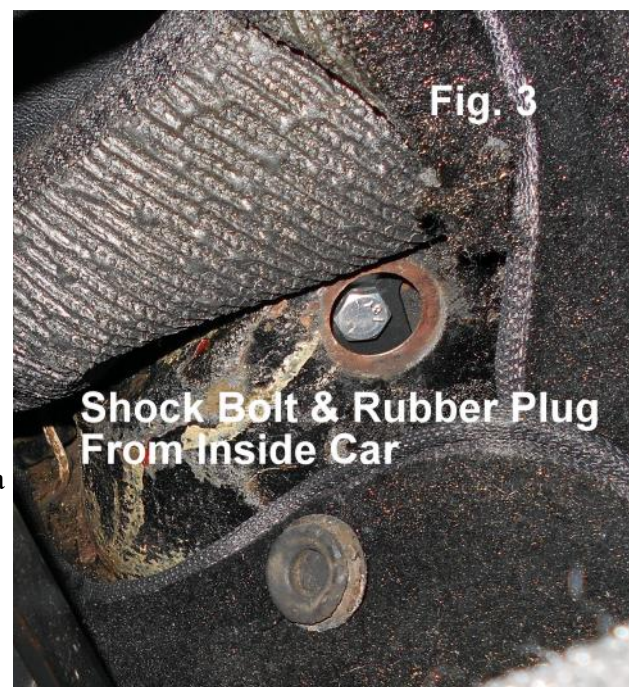
During more than 50 years of ownership and 112K+ miles my '57 TR3 #TS20505 has been relatively free of rear end problems. I replaced the original lever shocks in 1983 and installed poly bushings in the rear spring shackles & new rubber bump stops circa 2012. But recently the "side stepping" phenomena increased, and one shock had considerably less resistance than the other. Might be a good time to try something new! What follows is a description of the installation of the RATCO tube shock conversion kit.

When I checked out the RATCO web site it became clear that the currently offered kit would not quite fit my car. I called Bob Waldeck and through e-mails he confirmed that there are slightly different brackets for the older TR's and he would make those at the same cost. The kit soon arrived and included all hardware, correct brackets, wheel spacers (if needed) and Monroe Sensa-trac shocks. The metal work was outstanding, and powder coated (Fig. 2).

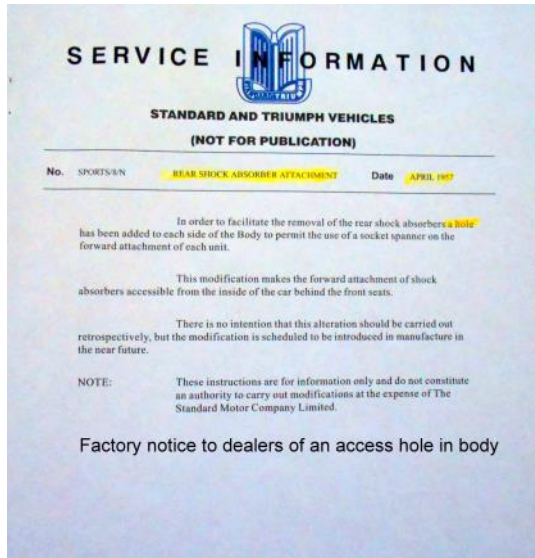
Step 1: I removed the lever shocks and links.



Oddly, the forward shock bolt can only be removed through a hole in the interior of the car.



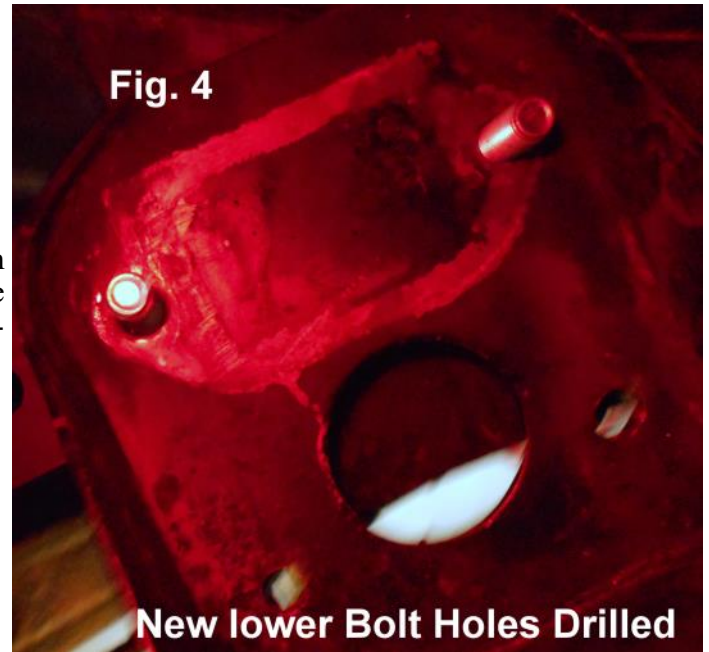




A factory notice to dealers announced the creation of this access though not until April 1957! I would have simply reused the bolt but the install of brackets for the “Bridge Bar” required removal so this access was welcome.

Step 2: I removed the U bolts and spring plates on both sides to let the axle rest on the frame. A bottle jack was handy to ease the spring tension. This was also a good time to inspect the springs and lubricate the leaves.

Step 3: Three 3/8-inch holes must be drilled on each shock mount. (2 below the original 2 and 1 on the side of the mount) I installed the new shock bracket as a template for the lower holes (Fig. 4).



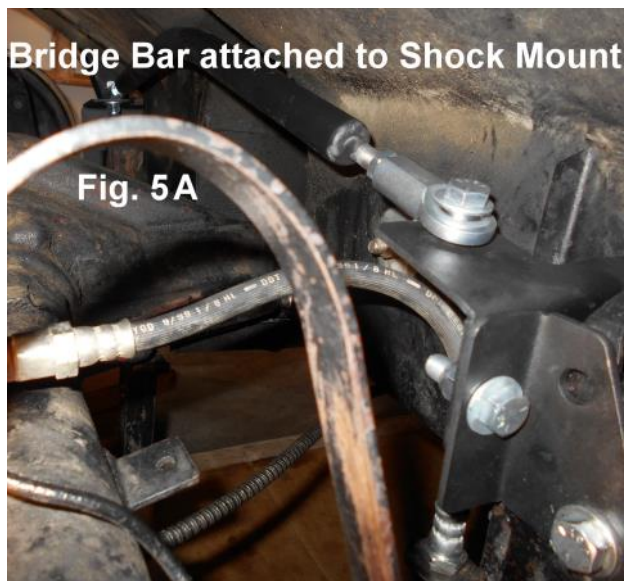
When mounted I would have a template to drill the 3<sup>rd</sup> hole (Fig. 5). To create enough space to drill I removed the axle check straps so the axle could be shifted back and forth. When finished I tightened all bolts with thread locker.

Step 4: There are two small brackets for the bridge bar. One bolts to the side of the lever shock mount and also to the other bracket. Bob sent a photo showing them fastened to a scrap frame (Fig. 7).

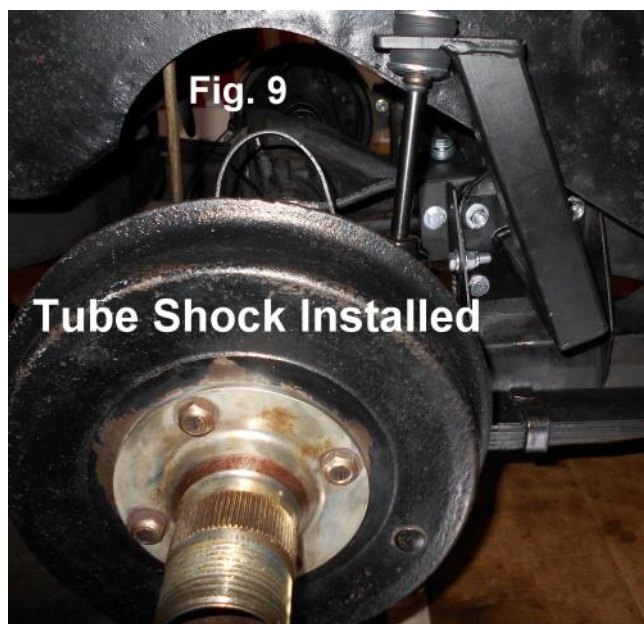




Step 5: Connecting the Bridge Bar. Think of it as a strut tower brace connecting the former lever shock mounts. It's like installing the Steeda strut brace on my Fusion Sport with the hood closed.... just kidding. It really was not as difficult as I imagined. Adjustable fittings are supplied at each end to give a snug fitting that will handle pressure from the Shock towers (Fig. 5A & 8).



Step 6: Next was the installation of the bottom shock mounts and axle to the springs. The shock mounts supplied in the kit had a vehicle tie down extension feature which turned out to impinge on the brake line at the brake backing plate. I placed a call to Bob at RATCO and he sent me shortened plates which solved the problem (Fig. 6). There were many production changes to the TR2-3 and one was at comm. #TS56377 - Jun/'59 when the rear brakes were reduced from 10" to 9" and 1/2" less width. My car with 10" brakes may have been the reason for the brake line interference.



Step 7: All that remained was the installation of the Monroe Shocks, mounting the wheels and checking for tire clearance. In my application wheel spacers were not needed (Fig. 9).

Results: If the body was off the frame installation might take an hour or two. Without a lift, much patience and a labor I enjoy.... It took much longer. A certain amount of flexibility and dexterity is needed. I have had time to evaluate. Was it worth it? Emphatically yes. I am very pleased with the handling improvement. Bumps in a curve no longer upset. The ride is firm but not harsh. RATCO and Bob were most helpful and supplied modified parts at no additional cost.



## WEDGE WORDS

By Steve Olson

The headlights on our British cars from the 50s, 60s, 70s, even the 80s were as good as those on American cars. Why? Because they used the exact same round 7" sealed beam bulbs in most cases. But compared to modern cars today those original bulbs seem very dim. If you want to maintain strict originality, then there is no choice but to keep the old bulbs. If you own a 100-point concourse car you likely don't drive it much at night anyway. By today's standards those old headlights aren't very bright. Same could be said about the folks who drive old British cars. So, if your car is a driver then the added safety of better lighting is something to consider. A couple decades ago I updated my cars to halogen sealed beams. A few years ago I upgraded to premium grade halogen sealed beam headlights and the improvement is amazing. Today LEDs are available that are said to be even better plus they draw far less current. I am told that Little British Car Company offers a plug-and-play pair for less than \$100 that are quite good. I am sure others offer some that may be even better but may cost significantly more. I am not the expert and haven't tried LEDs myself so do your own research.

Speaking of headlights reminds me that some people criticize the Triumph wedge's flip up light arrangement. They wonder why a simple vacuum powered motor like the American makers used was not supplied instead of the heavy and rather complex electric system using two wiper motors. Well I think I may know the reason.

Not too long ago it was common to flash your headlights as a signal to other drivers. Many states required flashing the lights or honking the horn before attempting to pass on a two-lane road. Not much call for that today but probably still the law. Sports car drivers still sometimes flash their headlights when they meet another car of the same make. TR drivers won't flash hello to an MG driver, but they will to other TR's and vice versa. When I was a kid the over-the-road truckers had not yet gotten CB radios so they would flash their lights when meeting another truck. One flash meant hello. Two flashes meant caution, slow down. There might be slow traffic ahead or more likely a speed cop. Three flashes meant stop or danger. Perhaps there was stopped traffic just over the hilltop or around the bend. Some of us old timers still use those signals. Drivers in the UK used a similar system of light signals. But if you have hidden headlights you can't exactly do that in a timely fashion.



Those vacuum operated headlight covers do not operate quickly even when new. They just aren't reliably quick enough to flash a signal to oncoming drivers. To comply with rules or at least expectations in the UK and some other countries Triumph needed lights that would go from hidden to open and lit in just a few seconds. Therefore, they chose to use electric motors. No need to reinvent the wheel, they chose off the shelf wiper motors which were more than up to the job. Then all they had to do was supply the needed wiring and relays to make it work. They also supplied a manual knob you can reach under the fender and twist just in case the system fails and you still need to drive home after dark. Yes, it is all pretty complex, but it was engineered to do the job and at least on my car it still works.

## TR3 ELECTRICAL BUGS

By Keith Jordan

Recently while driving my TR3, I noticed that my fuel gauge was reading “zero.” After checking that it was correctly grounded (and the tank not empty), I figured the sender had failed, even though it had been replaced just a couple of years ago and had worked perfectly up until now. Then one morning, planning to drive the car to breakfast with friends, I noticed that the heater wasn’t working either. Since it was cold outside, I thought I’d better get things fixed.

Upon further inspection, I found I had blown a fuse, one of two on the TR3. One of the fuses is for the horns, the other, for the fan, fuel gauge, windshield wipers and turn signals. None worked. Calling upon experts on the British Car Forum, the suggestion was to use a 12V bulb to determine where the short was. I wired one of the blown fuses to a single filament car bulb and snapped it into the fuse block. One by one, I tried each item, where the bulb would glow brightly, there was a short. I temporarily narrowed it down to the wiper motor, so I decided to refurbish it (previously I only cleaned it up since it had worked). Taking it apart, I found the brushes were worn down and the commutator had a healthy coating of carbon. I cleaned the motor casing and the armature really well, de-greased the gear and cam that drive the wiper cable and replaced the brushes. Testing it, I found it worked. Once reinstalled though, it didn’t move the wiper cable very well, so I disconnected the cable and will refurbish that down the road as I don’t drive the car in inclement weather.

I still had no turn signals nor horn, but the heater and fuel gauge worked, so I determined it was time to refurbish or replace the control head on the steering wheel. This can be quite tricky, as you need to pull out the control head along with the 8 feet or so of wiring through a thin stator tube without breaking anything. Fellow TR3 owners on-line gave glowing reviews to a replacement control head from The Roadster Factory, so I ordered one from them. Plus, they were on sale. In the meantime, I started to remove the old control head, but that was thwarted by a very small frozen “grub” or set screw, one of three that hold on the control head to the steering wheel. I ordered some long drill bits in case I had to remove it the hard way. Well, I did, but once I started drilling, the screw split in two and popped right out. Hooray! The old control head broke when pulling it out, the Bakelite housing pulling away and cracking. Oh well. At least I don’t have to refurbish/rebuild it.

The most difficult part of putting in a control head is feeding the four wires with bullet connectors in a cloth harness down the stator tube. In pulling the old one out, I had attached a string that followed it up inside the tube and used it to help fish/pull the new wire harness down the tube. I did this with my wife Deborah’s help, and they went down the tube smoothly and exited at the steering box without a problem. The hard part turned out to be the easiest.



When I went to push the new control head home into the hub of the steering wheel, I found the metal disk on the back of the control head was a couple of millimeters too large for the opening, as I have a Moto-Lita wood-rimmed wheel. Dang! So, I got out the Dremel and ground down the disk a little at a time, using calipers to check the measurements as I went along. I finally got it to the right diameter and pushed it in, then replaced the grub/set screws (having chased the threads in the hole where I had to drill out the one recalcitrant screw). I hooked up the four wires to their respective connections at the front left fender, attached the battery lead and tested that all was well! I now have all working parts (except the wipers temporarily) and a spiffy-looking new control head with turn signals that self-cancel! Life is good.



## STARTER SKEPTIC

By Roger Elliott

I had to chuckle when I received the last newsletter. There was an article by Paul McBride about installing a High-torque starter and I was working on this article at the time. I decided to go ahead and submit this article as I am covering a different aspect of the starter.

Pat's TR250 has been turning over very slowly lately, especially when first starting even after just a week of not driving it. I charged the battery and it seemed to do a (very) little better. After I had the charger on it, we pulled the battery out and took it into the parts store to test.

They assured us the one-year-old battery was fine and it was probably just being drained by car electronics. I laughed and asked what electronics. Admittedly the radio has a bit of a drain for the clock and station memory. But no way should it be unable to start the car after a week.

So, Pat and I talked about replacing the starter. We debated on whether to get the original style starter or one of the new gear reduction starters – also called high torque starters. The gear reduction starters are about twice as expensive as the original style. They are also lighter. A few years ago I read an article comparing the starters and for the Spitfire the weight difference between the original and gear reduction styles was not very much. The TR250 uses the same starter as the Spitfire. My fading memory tells me that it was one pound or less. The new starter we got weighs 8.5 pounds and the old one weighs 10.5 pounds – nowhere near the difference as on Paul's TR3.

Well, I was not going to replace a working starter for just a bit of weight savings. Pat did some research in Facebook Triumph groups and got recommendations both pro and con. But, since the starter seemed to be getting weak, we decided to go for the gear reduction style. We were going to take the TR250 for a drive one day, but it would not start on its own. So, we jumped started it and drove it home, about a mile - not enough to charge the battery.

Time to replace the starter. I thought about hooking up the charger while I was working on it but decided against it as I was curious how the new starter would



do on the same charge. It was a pretty direct replacement though I spent a lot of time trying to decide what to do about the mount and the spacers. The problem is that the gear reduction starter engages from the opposite side of the starter gear than the original does, so I was not sure what was needed. I ended up using the mount but not the spacers.

After I got the starter installed and hooked back up to power, I decided to try cranking it over to see how it worked. Remember, the car had to be jumped the last time it was started. I hit the key, not planning on actually starting the car, but it had different ideas. It roared to life and I quickly turned it off as I had not opened the garage door not expecting it to start that quickly. Pat heard the TR250 start and wondered what car I was working on. Granted it had been started earlier in the day, so I expected it to start easier than the first start of the day, but wow what a difference!

We waited a couple more days and tried starting it again. This time we had to crank it over a few times to get it to start, but it was turning over easier and faster than it did with the old starter.

So, I am sold on the new starters now. I don't think I would rush out to buy one if my current starter was working, but I would consider it a worthy upgrade.

Just a couple of notes about the differences between the two. The original style starter on the TR 250 starts to spin then engages the starter pinion with the flywheel from the front side of the flywheel. The high-torque starter engages the starter pinion gear with the flywheel from the back side of the flywheel, then spins.

## 2021 Lake Garnett Grand Prix

### Revival October 8, 9 & 10

The original Lake Garnett Grand Prix was sanctioned by the SCCA in Garnett, KS from 1959 until 1972. It was full of great sports car racing with legendary drivers and cars. Then it was discontinued and became a "ghost track" until 2014 when it was revived.

On Friday we have a road tour and a driver's dinner that night.

On Saturday we have an autocross, car show, track events and charity rides, with a beer garden that night.

Sunday is our big track event day. We have numerous track groups:

Group V (Heartland Vintage Racing)

Group X (100 mph special group)

Group A (60 mph with passengers)

Group B1 & B2 (80 mph pre 1975 & post)

Group C1 & C2 (100 mph pre 1975 & post)

Group H (50 mph, or so, mph pre 1960, or so) – my 1949 MG TC runs in this Historic Group for older and slower cars

Group R (60 mph for Rookies of any age with passengers)

REGISTRATION and INFORMATION at  
[www.LGGPR.org](http://www.LGGPR.org)

Questions? Russ Sifers  
([Russ@VALOMILK.com](mailto:Russ@VALOMILK.com))

### JOIN THE VINTAGE TRIUMPH REGISTER

VTR is the national club of Triumph enthusiasts and sponsoring organization for our Kansas City Triumphs Sports Car Club.

VTR membership provides:

- The Vintage Triumph Magazine, a bi-monthly color publication
- National VTR Convention, this year in Edmond, OK, Sept 14 –18th
- Website with reference materials and member only sections
- Record trace certificates for TR2/TR3/TR3A/TR3B (\$35 Fee)
- Clothing, regalia and exclusive items

\$35 annual membership. Sign up at [vtr.org](http://vtr.org)



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## NAME THE TRIUMPH



### TRIUMPH WORKS TRS

By Mate Patany, Hagerty Media, 12/4/2019

For the 1959 24 Hours of Le Mans, Triumph came up with a fleet of brand new race cars to compete against those pesky MGAs. These works entries still looked like production TR3s but were built on a longer wheelbase chassis, featuring fiberglass panels, four-wheel disc brakes and a development alloy twin-cam engine.

Unfortunately, Triumph's debut race ended with three non-finishers, but that only meant that for the following summer, the Coventry factory had to come up with something even beefier. Enter the TR(4)S.

Triumph built four cars for 1960, with wider tracks, rack-and-pinion steering, and the same "Sabrina" engine, fed by twin-choke SU carburetors. At Le Mans, with one car retained as a spare, the trio of Triumphs managed to finish at 15th, 18th and 19th overall, yet failed to cover the minimum distance required. Bummed but not broken, Triumph gave it another go in 1961, only to finish 9th, 11th and 15th, covering the distance and thus scoring the manufacturers' team prize.

The car featured here, 927 HP, was driven by Peter Bolton and Ninian Sanderson in 1960, only to finish 11th the following year with Les Leston and Rob Slotemaker behind the wheel. Once the champagne supply dried up, Triumph sold the car to America, with 927 HP ending up in Virginia before exchanging hands again in 2008.

The good news is that apart from its once-sanded paintwork, this Triumph TRS remains highly original, featuring a rebuilt twin-cam engine of which only four remain in existence. Pendine now offers it for the equivalent of \$385,000, which may seem steep, but for a double Le Mans entree with a unique engine and a green card to the best vintage racing events on the globe, it may just be good value. An earlier, 1955 Triumph TR2 ex-works Le Mans car sold for ~\$340,000 recently. This 1960 TRS should be faster, and happier to drive on the street as well.

## 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 and plans for upcoming events, 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 April 20, 2021:

After four monthly Zoom meetings through March due to the pandemic, the Board returned to an in-person meeting at Pegah's Restaurant in April. The Board discussed plans for the annual Olpe Chicken Run on April 24, the May 23 British Car Week picnic, the May 26 Kactus Creek Croquet event, a possible tech session at "Your Classic Ride" in June, and a future event at the Holy-Field Winery. The Board also planned to resume in-person Club Night Out meetings at Pegah's in May.

### Board Meeting of May 18, 2021:

Meeting again at Pegah's, the Board decided that future Club Night Out meetings would be held indoors at Pegah's. Planning for future events (Kactus Creek Croquet and Spring Tune-Up) continued. The possibility of having a new grille badge design prepared for production and sale to members was considered. Larry Taylor will follow up on this.

## JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports 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 sports cars. We publish a bimonthly newsletter sent to all members. 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:

Keith Jordan, Treasurer  
6463 Payne Street  
Shawnee KS 66226  
913-314-2720  
ckjorden@kc.rr.com

### MEMBER APPLICATION

New: \_\_\_\_\_ Renewal: \_\_\_\_\_

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City, St, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Car(s) Information:

Make Model Year Vin#

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# KC TRIUMPH CLUB CALENDAR

## JUNE 2021

SUN	MON	TUE	WED	THU	FRI	SAT
		01	02	03	04	05
			CLUB NIGHT OUT, 6:00 PM			<i>Cars and Coffee at KC Auto Museum 8-10am</i>
06	07	08	09	10	11	12
			<i>KC Auto Show Thu – Sun – Bartle Hall</i>			<i>Spring Tune Up – Your Classic Ride Oddballs &amp; Obscurities Car Show – at KC Automotive Museum KC Slammers Model Cars OPKC Convention 12 &amp; 13</i>
13	14	15	16	17	18	19
						<i>Cars, Coffee &amp; Pancakes at KC Auto Museum 8- 10am Garden Tour – Loose Park to DeAnne &amp; Greg Schoehal</i>
20	21	22	23	24	25	26
<i>Father's Day at KC Auto Museum – Dad's are free</i>						<i>Drive to Fort Osage – (MG invited) Custom Car Show – Monarchs – Legend Field</i>
27	28	29	30			

# KC TRIUMPH CLUB CALENDAR

## JULY 2021

SUN

MON

TUE

WED

THU

FRI

SAT

01

Club Night Out –  
6 pm Pegah's

02

*Cars and Coffee*  
at KC Auto  
Museum 8-10am

03

04

*Crossroads Cars*  
– 4 - 6

05

06

07

08

09

10

11

12

13

14

15

16

17

**DRIVE-IN MOVIE  
NIGHT** – MG Club  
Sponsor  
*Cars and Coffee*  
at KC Auto  
Museum 8-10am

18

*Great Car Show –*  
KC Auto Museum  
- Liberty Memorial

19

20

21

22

Kim Aguilar Wine  
& Jazz Event -  
Nace Brothers  
Holyfield Basehor  
Kansas

23

24

25

26

27

28

29

30

31



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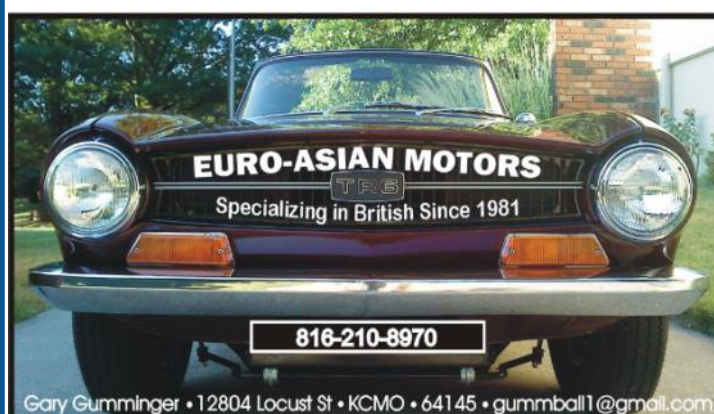
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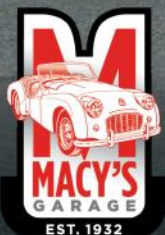
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# Route 66 - The Mother Road

**VTR NATIONAL CONVENTION  
EDMOND, OKLA**

**2021**



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**September 14 - 18, 2021**

Hosted by: Oklahoma Vintage Triumph Register (COVTR)

Host Hotel: Hilton Garden Inn  
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**[www.VTR2021.com](http://www.VTR2021.com)**



1. Round Barn - Arcadia 2. Rock Cafe - Stroud 3. Fort El Reno 4. Rt.66 Museum, etc. etc.





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## ONLINE REGISTRATION

Host Hotel is SOLD OUT!

Check website for alternate hotels



### UPCOMING EVENTS

#### 2021 VTR National Convention

September 14-18 2021  
Edmond, OK

Membership meeting  
Suspended

Chequers Restaurant & Pub  
1009 S Air Depot Blvd  
Oklahoma City, OK 73110

### ABOUT

The Central Oklahoma Vintage Triumph Register (COVTR) is the Central Oklahoma Chapter of the Vintage Triumph Register. We sponsor monthly meetings, monthly driving outings, trips to local, state, and national car shows, picnics, road tours, and technical assistance. Triumph ownership is encouraged but not a prerequisite for membership.

New members are welcome! Join us for driving fun. Come to our monthly meeting or contact us at [centraloktriumphs@gmail.com](mailto:centraloktriumphs@gmail.com). The COVTR meets the first Tuesday of each month. The meetings start at 7:00 pm and are of an informal nature, come early to eat and visit!

Vintage Triumph Register (VTR) is a North American Car club of over 2,000 members.