



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 43—Number 4 August 2021



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DIRECTOR'S DRIPPINGS THE HEART OF SUMMER

By Steve Peak, Director



As we have entered the Heart and/or "Heat" of summer the more pleasant drives are after sunset. Whether it is a drive to a park, cruise night, or to just get out and get ice cream, enjoy the evenings.

We have had some great outings the last couple of months.

We had a fun and competitive evening of croquet at Kactus Creek sponsored by Larry Taylor.

The spring tune-up at Your Classic Ride that had eats and service bay options. This was put on by Ed Curry.

A newer idea was sponsored by the Schoenhals, a multi stop Garden tour that ended at their house to see beautiful yard and garden.

The Simons and Jeff Givens gave us a Drive-In and Fly-In with the Fort Osage to KC Dawn Patrol drive. Unfortunately, I missed this due to my niece's wedding.

We then had the Kim Aguilar Memorial Holy-Field Wine & Jazz event sponsored by the McBride's.

As summer begins to wind down, sad face, get out and enjoy what we have now and plan on the Heartland All British Car and Cycle Meet on Sunday, September 5th at the Merriam Marketplace.

See you all out driving.

Cover Shot:

Craig Simon's beautifully detailed TR5 along with a replica Fokker E III make a great poster for the 1st Drive-in, Fly-in with the KC Dawn Patrol. Full story on page 12.

UPCOMING EVENTS

Aug 28 Car Detailing Tech Session
Sept 5 Heartland All Brit Show
Sept 11 Resurrection Car Show
Sept 11 MG Barn Party
Sept 18 VTR National Convention
Sept 25 MG Scavenger Hunt

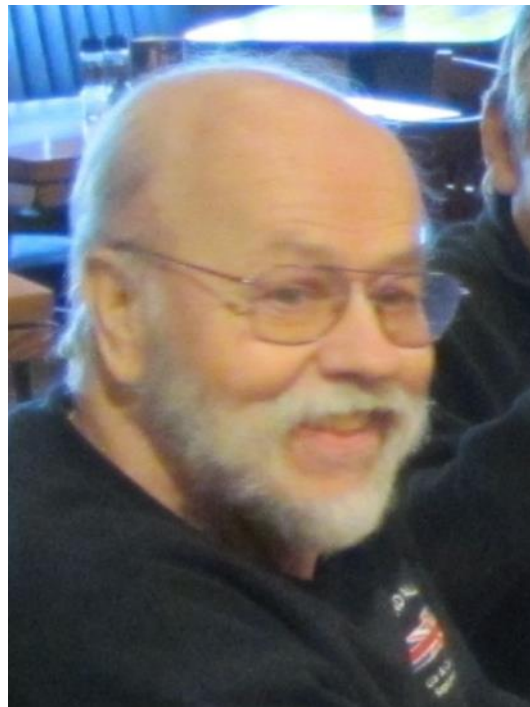
FAREWELL GOOD FRIENDS!

MARK McCracken

June 9, 1950—July 1, 2021

Club member Mark McCracken passed away in Overland Park, Kansas on July 1, 2021. Born in Columbus, Ohio to Tom & Jo-Ann McCracken, who predeceased him, he is survived by his sister Mickey & niece Kate. Mark will be remembered for his dry sense of humor, skill at cards (especially Euchre), & affection for animals, particularly Kate's dogs Bruce & Floyd. He had a passion for cars that began at a young age & owned a collection of classics throughout his life including a Lotus, an MG, a Model A Ford, & most recently a 1975 Triumph.

As Mark was a grateful recipient of a kidney transplant in 2016, the family asks that you consider becoming an organ donor in his honor.



James Guglielmino

December 20, 1940 - April 10, 2021

Club member James Guglielmino died on April 10 at the Kansas University Medical Center at age 80. He was a long time veterinarian in the Kansas City area, having founded the Dearborn Animal Clinic in Mission, KS, in 1971.

Dr. Guglielmino, or Dr. G as he was known to many, had numerous interests including music, airplanes, outdoor activities and cars. His car collection included three Triumphs – a modified 1980 TR7, a 1964 TR4 restored by Macy's Garage, and a 1961 TR3 being restored by Empire Automotive. He joined the Kansas City Triumphs Club in mid 2019.

Dr. G is survived by his wife, four daughters, a step-daughter, six sisters, two brothers and numerous grandchildren and great grandchildren.



KACTUS CREEK CROQUET OUTING

By Larry Taylor

On May 26th sixteen club members and guests, including former club members Bernie and Suzanne Hoff, gathered at Kactus Creek Croquet Club located in Parkville. This facility is the only professional croquet court in the area and is home to several regional and US croquet association national champions. After enjoying dinner and some adult beverages, Ellie Griffith, who is a nationally ranked player, explained the rules and finer points of play. Golf Croquet, a fun and interactive version of the original, is played with six hoop (wickets), one peg and four balls. Games take approximately 15 to 20 minutes so many were played in the evening. The weather was perfect, and a good time was had by all.



SPRING TUNE-UP at YOUR CLASSIC RIDE

Our traditional Spring Tune-up gathering, usually held prior to the first driving event, came June 12th, just a week before the end of Spring and after several well attended drives. Oh well, better late than never!

For the past several years Steve Vehlewald has hosted the event in his garage with its great lift, however pandemic concerns required a change of venue. But where to find a lift? Oil change and lube are the most frequent service needed and that's no fun on your back, on a crawler.

Your Classic Ride (YCR) to the rescue! YCR, located in Mid-town KCMO, is a unique co-operative storage/workspace for vintage car owners. All heavy equipment is provided but most importantly there's a lift and oil disposal. Ed Curry keeps his two LBC's there and hosted the group of 14 club members. Five cars went up on the lift and another came into a service bay for some quick electrical problem solving.



TR line-up out front



Hot dog lunch break in the shade



Rest-time needed between work-time

Spring Tune-up Cont.



Mark Gillissen works while Brock Hansen & Doug Harr supervise



Michael Robins had a signal light issue resolved



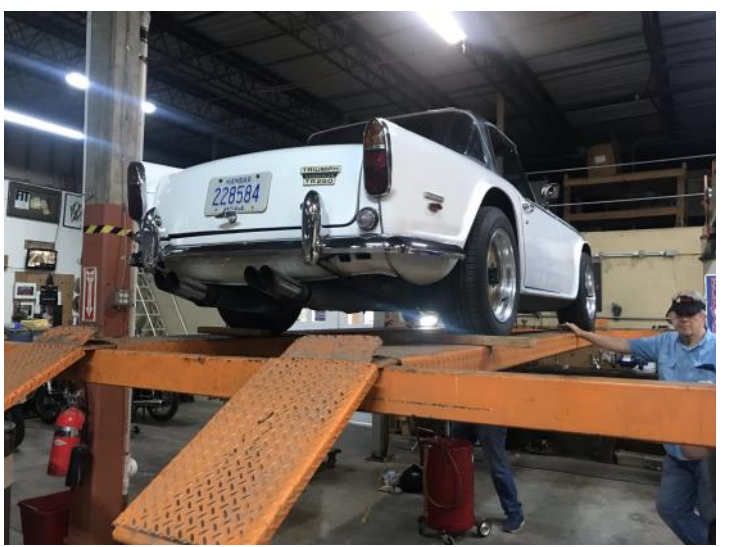
Tom Spornitz adds oil



Looking for oil leak in Ed Curry's TR7



Warren Wood is up next on the lift



Roger Elliott brought Pat Fischer's 250

GARDEN TOUR WITH MASTER GARDENER

A group of 17 Triumph and MG Club members met up at the Ewing and Muriel Kauffman Memorial Garden on Saturday June 19th to participate in a unique Garden tour in little British roadsters. Our hosts for the day were Johnson County Master Gardener DeeAnn Schoenhals and husband Greg in their beautiful prepared Triumph TR3A. The Kauffman Garden is a magnificent combination of fountains, pavilions, and plantings, along with the grave site of Mr. and Mrs. K. It is a peaceful setting, a short walk from the Plaza District.

Our next destination was a stop to smell the roses at the Laura Conyers Smith Municipal Rose Garden in Loose Park. June is the perfect time to view the hundreds of rose varieties cared for by volunteer Master Gardeners.

After being overwhelmed by the rose garden, some ideas for your back yard were needed. We headed to the newly created Wassmer Park in Prairie Village to see a smaller garden designed and maintained by JoCo Master Gardener volunteers.

Next stop was the JoCo Master Gardeners Garden Gallery. Have you ever purchased beautiful plants only to have them die at the mere thought of having to live at your address? If you ever wanted to know what thrives in our area, this demonstration garden is just for you!

Our last stop was the incredible residence of our hosts, Greg and DeeAnn. DeeAnn spent two years designing this monochromatic garden from nothing but backyard grass to a formal garden with English Boxwood and several fountains. Greg is credited with all the backbreaking work involved! Sit and enjoy the prayer garden, the deck or just have a seat at the bar. The Schoenhals were wonderful hosts and served lots of cooling beverages on an extremely hot day.

And finally, no LBC tour would be complete without a hearty meal. At Austin's Bar and Grill, just a few short blocks away, the group enjoyed good food and great companionship.

FIRST STOP; KAUFFMAN GARDEN



GARDEN TOUR; SECOND STOP, LOOSE PARK ROSE GARDEN

GARDEN TOUR; THIRD STOP, WASSMER PARK

GARDEN TOUR ; FOURTH STOP, JOHNSON COUNTY GARDEN GALLERY

GARDEN TOUR; FIFTH STOP, SCHOENHALS RESIDENCE

BRATWURST DRIVE-IN FLY-IN FORT OSAGE TO KC DAWN PATROL

By Kim Simon

The first Brats, Biplanes and British Cars event, June 26th, started with a stop at historic Fort Osage then converged (not literally) at Liberty Landing, home of the Dawn Patrol, to the sight of planes flying, making barrel rolls in the air with churning white and gray skies and fields of green as their backdrop.

As Triumph club members gathered with the MG club invited along, the rains that were threatened pushed out and we had very "British" weather (misty and cloudy) for our drive to Fort Osage National Historic Landmark.



The original Fort Osage was built in 1808, under the direction of William Clark of

the Lewis and Clark expedition and located in the newly acquired Louisiana Territory. It



was to serve as both a military garrison and a trade center, assuring Spain, France, and Great Britain that the United States meant to protect its territory. The fort sits on a strategic bluff overlooking the Missouri River, with the height and location providing a clear view of the river for many miles. The curve and current around the bluff caused the boats to slow down to safely navigate. These conditions provided a natural defense for the fort.

The fort was all but lost to us until around the 1930's when archeologist and historians, looking for the fort's footprint found the wood foundation of one corner of the fort's battlements and stone foundation of the trading post. Today the fort has been completely restored and we found people in period pieces giving you a feel of the life and times. We observed baking of pies and cakes in the trader's kitchen, a soldier repairing his kit in the barracks and got to toss an ancient weapon, The Atlatl.

The group left Fort Osage for what was to have

been a back country drive to Liberty Airport - The Kansas City Dawn Patrol but days of rains made it into a highway drive where we saw flooded roads and fields.



The Kansas City Dawn Patrol formed in 1988 to demonstrate fly-ins of World War I-era Nieuwpoort 11s. These were the first airplanes flown in combat organized by a U.S. squadron. Since its inception the group has grown to include other small planes and pilots that enjoy the exhilaration of flight.



The Dawn Patrol's hospitality was outstanding, a buffet was set out in the hanger surrounded by airplanes. We consumed large amounts of food, talked to owners, pilots and families and arranged for some photo ops with our cars and planes. Craig Simon presented the "Brats, Biplanes and British Automobiles" award certificate to all those who drove and flew in for the event.

Thank you, club member Jeff Givens, for arranging the meet up with Dawn Patrol and the great cooking of the Brats.

Fort Osage Visit



Brats & Biplanes, Cont.



Master of Ceremonies, Jeff Givens



Craig Simon presents awards

Brats, Bi-Planes and British Automobiles

This is to certify you have completed the first annual Brats, Bi-Plane, British Auto drive-in, fly-in. It is assumed with a little bit of luck, the British car you were driving completed the journey too. If not, this certificate is worthless.

Excuses that include the words... "My car made a weird sound then just stopped running", "I heard something fall off, then it just stopped running" or... "It just stopped running" will carry no weight in reversing this decision. Pushing your British car into event area however is completely acceptable.

The Kansas City Triumph Club and Kansas City Dawn Patrol

P.S. The above rules do not apply to our co-hosts "KC Dawn Patrol".



But... we would like to remind them our British cars are a lot like their "Kites". As referenced from a 1920 Aircraft Regulations poster.

- 1) Do not Drive or Fly your machine unless you are satisfied it will run.
- 2) Do not Drive/Fly with motor leaking.
- 3) Never Drive/Fly until you are familiar with controls and instruments.
- 4) Do not wear spurs while Driving or Flying.

Switch On ! Contact ! Chocks Away !

Awards Certificate



Drivers and Pilots chow down

Brats & Biplanes, Cont.



Craig Simon offers TR trade for Biplane



Embraer RJ145



Bearhawk Model 5



Pulsar John Denver Special

KIM AGUILAR MEMORIAL WINE & JAZZ EVENT

By Paul McBride

On a humid mid nineties evening, twenty something club members traveled to Holy-Field Winery “Somewhere West” of Basehor, Kansas for a bit of music, hob-knobbing, eating and wine. Steve & Cheryl Carver from Lees Summit, Mo. arrived early and staked out a shady spot near the bandstand and most of us were able to find a way to join them and remain as a group. We enjoyed reserved parking near the fence.

Margaret brought a vase of flowers which we inserted in our canvas table in memory of Kim whose passion, after Bob, was her fantastic backyard garden. Many of us brought our sandwich wraps, chips, dip, grapes, Oreos, etc. from home, others visited the KB’s Smokehouse food truck and we awaited the music.

The **Nace Brother’s** ever popular quartet consisting of keyboard, bass, guitar, drums & everyone vocals, was (as we used to say in jazz parlance) Cookin’. They play the slow, dirty blues with great conviction and a rock-solid beat. They were also loud.

As for the **Triumph cars** that were in attendance: **TR3s** dominated. Jeff’s sparkling red international rally warrior, Paul & Margaret’s tube-shocked silver/blue, Mark & Tammy’s splendid yellow, and Larry’s speed controlled black beauty. Sharing the honors was Warren’s dashing refurbished interior **TR6**. Steve & Carol left their spitfire engine Midget at home and arrived in their cool **TR8**.

The ride home was also cool and reflected on a pleasurable outing among friends.



Wine & Jazz Cont.



ODE TO MY TR3

By Guthrie Carroll

I bought my TR3 B vin # TCF 1033L, from Tony Nixon in June 2000, with odometer reading 82337. Its pearl paint with tiny metal flakes sparkling in the sunlight looked great, no rust, and apparently good mechanical condition. I found the car with the help of Paul Mc Bride a venerable member of the Kansas City Triumph Club.

Tony told me that he became the third owner of the car in 1971. He used it every day. His records indicate that he briefly raced the car. He had the engine rebuilt in April 1975 when the mileage was 62830, some body work in summer 1976, some major front -end mechanical, paint work [including sand blasting the frame] in the summer of 1983. All work was done by British Motors in



Wichita. A receipt labeled “final check to Bill Long on TR3 restoration” indicates summer 1985.

First, I installed seat belts [a promise I made to my wife]. Second, I replaced the glass pak muffler with a standard Triumph muffler.

In August 2000, just a short two months after I bought the car, a 35 cent pin in the clutch sheared! But, with some big time help from Paul McBride, we pulled the transmission out and re-built the clutch in my garage.

I cannot say enough about the helpfulness and generosity of the KC Triumph Club members. They have always been there to help me when I needed them. During our annual tune-up meeting we help each other with advice and tools [often including use of a car lift] to make the job easier.

Since my clutch adventure, my car has repeatedly surprised me with the mischievous tricks it can do. In June 2003, the steering box had to be rebuilt and again in March 2005. It seemed to always need new spark plugs so, I installed electronic ignition in April 2004. In June 2006, my car quit in Lee's Summit. I had it towed to Gary Gumminger's shop, Euro-Asian Motors, in South Kansas City. Gary replaced my fuel pump. In February 2007, my car was once again towed to Gary Gumminger. This time Gary rebuilt my entire engine after a broken ring lodged on top of piston #3.

But all is well that ends well. Gary's done several other more minor repairs, keeping me out from under my Triumph and allowing me to drive it with confidence that it will get me home. Triumph cars may not have the best reputation for reliability, but with talent, teamwork and perseverance you can overcome the shortcomings.

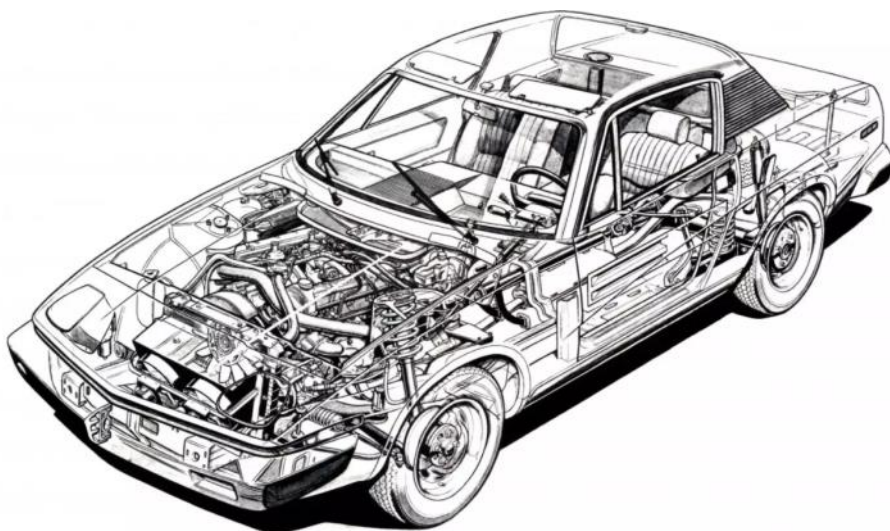
My TR3B has always looked good; now it also drives “good”. It belies its 58 years and 92,655 miles. I'm proud of it. It reminds me of the fun I had owning my first TR3 it in the middle 60's. Back in my younger days I drove that car to Dallas twice, Chicago three times and even once nimbly through Manhattan N. Y. traffic.

You see you, can go back in time!

WEDGE WORDS

By Steve Olson

When it is time to change oil in your collector British car which oil should you choose? That is a very personal choice. Our cars were designed 40 or more years ago when oil was not as good as it is today. But today oils are mostly tailored to meet the needs of modern cars. One of those needs is to prolong the life of catalytic converters. The PTFE (zinc) high pressure additive that helped our old cars with flat tappets survive is bad for the converters. Modern cars mostly have roller tappets so don't need much zinc. So, a few years ago the amount of zinc in oils was greatly reduced. Good for new cars but bad for ours.



And since pumping thick oil uses power, oils were made thinner to improve fuel economy. Thin oil is great for newer engines with closer tolerances but not good for ours. The best oil for your new car is likely not the best for the beauty you drive to club events. For the most part we make the choice of oil without easy access to detailed specs of the various oils. And most of us lack the training to interpret those facts even if we had them in front of us. We make our choice based mostly on marketing done by the oil companies and word of mouth from friends who, like me, probably know little about the subject.

Almost all our cars originally called for 20 w 50 which is much thicker than modern cars use. I choose to stay with 20 w 50. Zinc becomes the big issue. Just how much our engines need is open for debate. Some say after a new cam and lifters are broken in using high zinc very little is needed. Most say we need more than modern oils contain. Some say we need a whole lot more. I fall in the middle of that spectrum. You can just buy ZDDP additive and decide how much you want to pour in. But there is some evidence that zinc mixed in after the oil is formulated tends to just settle out and lay in the bottom of the sump where it does little good. Maybe this is somewhat true, so I try to find oils with the zinc already blended in.

Valvoline VR1 racing oil is popular but I don't use it. Racing oil is formulated for racing engines and lacks qualities like long life and dirt and moisture dispersal that our street engines need. Racing engines get oil changes after just a thousand miles or less. It does have more zinc but some say even that amount is not enough. My solution has been to buy 20 w 50 motorcycle oil. Motorcycles mostly have flat tappets and lack catalytic converters. So, I think oil formulated for them is probably about right for our cars. It is also available at most big box stores and auto parts suppliers should you need to buy some when you are away from home. I know there are specialty oil brands you can buy online by the case and have shipped to your home that claim to have plenty of zinc. They are not inexpensive or quickly available but are likely very well suited to our cars. Recently I heard there was yet another new option or new to me at least. Castrol is making a 20 w 50 Classic oil that they claim is high in zinc. I was not able to find any on shelves but then I found some at my local Walmart. Only 5 single quart bottles were on display but maybe they have more. It was at least a buck cheaper than a quart of motorcycle oil. Next time I need to buy oil I hope they will have it available and preferably in the big 5-quart containers.

That is my two cents worth. What you pour into your engine is up to you. Just save the extra virgin olive oil for Italian cars.

Wedge Words Cont.

This is what castrol.com has to say about their product. No surprise, they say it is wonderful.

CASTROL GTX CLASSIC



Castrol® GTX® Classic is a high performance formula for push-rod, flat tappet engines and performance cam applications. It's blended with high zinc and phosphorus content to help prevent premature aging, wear and metal fatigue on engines with high tension valve springs or performance modifications that create high contact pressure and extreme internal temperatures. Specially formulated engine oil for classic/collector cars, muscle cars, hot rods and race cars.

WHY IS HIGH ZINC (ZDDP) IMPORTANT FOR THESE ENGINE TYPES?

ZDDP anti-wear additives are heat activated, so they provide wear protection in areas of increased friction and stress. When engine parts move during operation, the sliding or rolling motion takes place on top of or within the ZDDP anti-wear film, which reduces the metal to metal contact. This protection is especially important in engines with flat tappet camshafts or engines modified to increase horsepower.

Features/Benefits:

Specialized additives containing high Zinc and Phosphorus for extreme wear protection

Formulated to maintain tough and thick oil film even under severe conditions

Minimal foaming and high resistance to thermal degradation

Compatible with gasoline and alcohol based fuels

*NOT FOR USE IN MODERN ENGINES WITH CATALYTIC CONVERTERS OR WET CLUTCH APPLICATIONS

2021 COR CAR SHOW

By Russ Sifers

The Church of the Resurrection's car show is Saturday, September 11 from 9:00 to about 1:00. It is a fun car show. You can register for "Show" to have your car judged or "Display" not to be judged. The proceeds go to food ministry and car repair ministry for people who need their cars fixed to get to work, groceries or medical trips. I will have my MG TC and my Corvette on display.

I believe in their car ministry so much that I am a sponsor.

SEE FLIER ON PAGE 37

THE ADIRONDACKS CRUISE!

By Jeff Givens

There is almost always an “itch” to travel in my 1959 Triumph TR3a, and this past year of COVID challenges, with its various restrictions, did nothing to “scratch the travel itch” so to speak. The car was looking a bit lonely and wanting in its spacious “living quarters” – and comfortable – way too comfortable! And so, a Road Trip in the old car would be just the answer! As many of my readers may know, we are a military family, and specifically, an Army Family with many of our family members serving the nation’s Armed Forces. My youngest niece most recently completed her engineering degree, finished her Army Basic Officer Leader Course, and reported to her new duty station as a 2nd Lieutenant of Combat Engineers, serving the 10th Mountain Division at Fort Drum, New York. Fort Drum is located just outside of Watertown, New York and in the foothills of the Adirondack Mountain chain. After taking a broad look at a potential and interesting route from my home in Leavenworth, Kansas to Fort Drum, NY, it appeared that route would only be about 1240 miles one way! A piece of cake for my trusty and dependable old car, so the preparations were made.

Yes, yes, I have heard all of the arguments “wouldn’t it be easier to fly? Save the car for the close trips? Rent a car because we all know that the old cars are not THAT dependable. What if it breaks down? The car is small, the traffic is big! The car is slow, the traffic is fast! It’s hot outside!”; and of course, a myriad of other perhaps valid reasons for not going. The focus has got to stay on what things you really enjoy when you own an old sports car. The back roads in an old car are the best routes, and the unbelievable numbers of thumbs up, picture taking, and incredible supporting comments from passersby make any lengthy trip well worth it (to me anyway). And besides, Gary Gumminger of Euro-Asian Motors, one of our advertisers, had most recently installed some front-end up-

grades (TR4/6 upper A arms/trunions for castor/camber adjustments, two Revington TR steering improvements, and a much better anti-sway bar and mounting kit), and so a long road trip would be a fine “shake down” cruise! Not to mention, a great “run up and road test” for my upcoming “Triumphs in the Pyrenees” in southeastern France/northeastern Spain, a 3,200 mile Rally/Tour in October 2021.

And so with that bit of background out of the way an early AM departure on 7 June 2021 worked out perfectly! From Leavenworth Kansas I headed east, and



north for a short drive on Interstate 29 north, to get on Missouri Hwy 36 east. On Interstate 29 north, I hit the overdrive and kept the speedometer at a steady 75 MPH with the tachometer hovering in the 3000-RPM range, oil pressure at 60 PSI, and coolant temp just above the 185 mark. This is normal for my Macy’s Garage built 2.2 liter motor, Macy’s six blade fan, 40 weight Valvoline VR1 racing oil, 93

octane fuel, and a Pertronix igniter in place of points tucked inside the distributor. AND, quite importantly, the convertible top was down, calm winds, and an outside ambient temp of 65 degrees! Turning from I-29 outside of St. Joe, MO, and getting on Hwy 36 east, with almost no traffic on Hwy 36 (which is quite typical midmorning), the car settled into a 65/70 MPH road speed very nicely. The new steering upgrades were a bit stiff, and took some getting used to, as they further stiffened going through tight corners. Going from about 1.5 inches of play in the steering wheel, to less than a half-inch, and the front end staying where you pointed it, was different than before the upgrades. And the new anti-sway bar?? ----- the car corners almost FLAT!!! Amazing difference in taking the corners, especially at higher speeds. Much safer, in my opinion! Again, the steering/suspension upgrades will take some getting used to, but they are a most welcome change to my very high mileage car.

Adirondacks Cont.

As most of you know, my car is a 1959 TR3a that I purchased in 1969, and since that time have personally put just a little under 400,000 miles on it. This trip pushed it passed the 400,000-mile mark. And yes, the entire driveline has been rebuilt several times, and many things have been replaced over the years. Generally, the car does not take short trips, only very long ones!

The next morning, on 8 June, there was still a light rain, the top and side curtains stayed on, the traffic was lighter, and I hit Hwy 40 east until right before Dayton, Ohio. I had to stop at Macy's Garage just to say hi! Mark Macy was on a short vacation (hard to believe I know), but Austin was around (the guy who rebuilt my driveline three years ago), and we chatted for just a bit before I got back on the road. I-70 east to Columbus, and then north on I-71 to Cleveland, and stayed with some Army friends. On the interstate with the top up, side curtains on, 70/75 MPH average, tire pressures at 32 PSI all around, and almost 80 degrees outside ambient, my next fuel stop calculated out to be 32.9 MPG. With the top and side curtains up the car gets excellent fuel economy on the long runs but stop and go traffic in town and in the heat easily drops the fuel economy down to 23 to 25 MPG.

9 June was a slightly rainy cool morning when I left Cleveland. I hit I-90 east along Lake Erie heading through northwest Pennsylvania, Buffalo/Rochester/Syracuse, NY, and then I-81 north to Watertown, NY. Great scenery, six lane asphalt, toll road, and light traffic, made for several fuel stops that were in the 33.8 and 34.1 MPG range. Again, the weather was cool, the top and side curtains were up, off and on light rain, not many hills, no stop signs/lights, and 65 to 75 MPH road speeds. An absolutely great drive!! I pulled into Watertown, NY at 9:00 PM on 9 June.

On 10 June I performed some maintenance checks, found the local car wash, and scrubbed the dirty little car down in preparation to visit my niece and Fort Drum 30 miles away. It was a cool morning with clear skies; very light wind, and a smoothly paved road all the way to Fort Drum. Just going through the main gate of the Army post created quite a stir to all the passersby, who pointed excitedly at the little red sports car. Lots of inattentive driving due to the picture taking, I am sure!

I performed a self-guided tour of the well maintained Army post, and scanned the various military vehicle motor pools, troop barracks, headquarters, and family living quarters. The 10th Mountain Divi-

sion and Fort Drum presented a very clean, organized, and well maintained appearance, along with neat and disciplined soldiers at every turn during my self-guided two hour tour. I arrived at the 41st Engineer Battalion Headquarters, met my niece at the appointed time, and had a quick "parking lot" reunion before heading off post to her home in Watertown. She was off duty for the entire long weekend, and we had plans!

Dinner that evening in Watertown was a delight as we drove downtown in the TR with the top down, cruising the various spots to find the best place, along with a running commentary on the town. My niece had lots of good things to say about the local area, her assigned unit, the people she works with, and the Army post in general. A great first assignment for her!

11 June came early and we decided that the day would be spent cruising the Adirondack Mountains along the two-lane blacktop scenic route state highway 3 towards Tupper Lake. The 88-mile route went through the delightful little towns of Black River, Great Bend, Natural Bridge, Pitcairn, Fine, Wanakena, Childwold, and finally Tupper Lake. We stopped in a number of the small towns just to look around, have lunch, take a few pictures, and plan the next route. As the afternoon "rolled along", we took a number of small detours, and by late afternoon we headed back to Watertown. Dark clouds were gathering in front of us, and a light rain started up, but it was quite intermittent, and so I made all of the mental excuses to NOT put the top up on the car. As long as we stayed in the 50 to 60 MPH range, the light rain did not even get us wet, BUT, a few stop signs and a couple of stoplights changed that equation pretty quick. And still, we just knew the rain would stop and decided that we could make it all the way back with the top down. We should have put the top up!!! By the time we got back to Watertown, a goodly portion of Lake Erie was in the floorboards, and on us.

12 June began clear and sunny, and I was able to "wring" most of the water out of the car, and it turned out just fine. After a late breakfast, we did a little bit of shopping, and then joined some other military friends for a two-hour drive south and watched some stock car racing. A full audience, lots of high-speed cars, plenty of noise, and great racing! And then, a two-hour drive back to Watertown.

Adirondacks Cont.

13 June turned out to be a lazy day, and some TR3 maintenance. Performing all of my pre-operational checks, topping off the fuel, oil, and dashpots. All in preparation for an early departure the next morning.

14 June arrived quickly, I said goodbye to my niece and Fort Drum, and headed south for an uneventful drive with an overnight stay in Cleveland, OH. Plans quickly changed that evening, and I would need to leave quite early in the morning to get back to Leavenworth one day early.

15 June I loaded my packed bags, said my goodbyes, and was traveling south and west by 4:45 AM. I had only gone 75 miles, and a light rain started up, along with an occasional engine misfire. Intermittent faults are always difficult to figure out in any car, but sometimes, if you listen closely, and feel the "car" it will tell you a great deal to help you diagnose the problem. The misfire never happened going uphill with my foot pressing on the gas pedal. It also did

not misfire when under 70 MPH. Only above 70 MPH and going downhill with my foot off the gas pedal. And, the misfire happened on ALL cylinders, not just one. So that starts to narrow things down to the white power wire going to the distributor, the coil wire, or the rotor. Not much else in my experience with my car is left to diagnose, as this has happened several times before on long distance high-speed trips. I stopped at a fuel station, checked the white power wire, checked the coil wire, popped the rotor cap, and found a mostly burned up rotor. I kept the burned-up rotor, installed a new one (doesn't everyone carry a couple of these??), and got back on the road 7 minutes later. The engine ran great!

Several more fuel stops, a terrible traffic jam going around Indianapolis, and 90 degrees plus outside ambient, made the trip miserably hot.

The top and side curtains stayed up for quicker travel, and the HEATER ON during much of the trip back to Leavenworth just to keep the engine coolant temps at slightly above 200! But I made it back to my home in Leavenworth, Kansas by 7 PM that night. 847 miles in one day in my old Triumph in 90 degree plus heat during the last half of the trip.

During that 847-mile drive I kept looking at the burned rotor and where it was burned. It was only burned on one edge about a quarter of an inch; the rest of the rotor was clean. No marks at all. AND, I had just replaced that rotor approximately 1500 miles previously. So, over 70 MPH downhill with my foot off the gas pedal the rotor seems to advance so far, that it is only allowing a very small area to "spark". I contacted Gary

Gumminger, and he said that very likely my distributor is "out of phase" with the cap and will need some quick work. So, I took the car to Gary Gumminger and his "Magic TR3 Garage" to correct the distributor-

phasing problem, while also installing my brand-new Wizard aluminum radiator. What a difference that has made while driving in normal Kansas City traffic during 90 plus degree weather! The car maintains great temps, without having to turn on the heater, and will run down the highway at 80 MPH without a misfire. I have always enjoyed my little red car even with its hot weather quirks, and now even more so! Keep them on the road!!



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All items and shirt sizes currently available!

Email your request to

Keith Jordan at ckjordan@kc.rr.com

Pickup and pay at the next club event.

TR TIMES

Published six times per year by
Kansas City Triumphs Sport Car Club
Editor, Ed Curry
121 W 48th Street, Apt 401
Kansas City, MO 64112
ecurry@att.net

TR TIMES welcomes all submitted material for publication, however, neither its editor, board of directors nor club members accept any responsibility for accuracy of article content or any injury resulting from suggested modifications. Articles and photos may be submitted to the Editor by e-mail.

Subscription: is via membership in the Club: \$20 per year.

Advertising Rates: \$30 Business Card, \$40 1/4 Page, \$80 half page, \$160 full page. All rates are for 6 issues.

NEW GRILLE BADGES

By Larry Taylor

The Club is planning to order grille badges as illustrated below at the cost of \$28 each. These badges will be 3 inches in diameter, metal with cloisonné coloring and will mount on the grill or a badge bar. I am taking orders now. If you are interested in purchasing one, please fill-out and mail the form below. We should receive the badges sometime in early fall and they will be available for pickup at Club Night Out or at other Club events. If you wish to have it mailed to you, please add \$10.00 for packing materials and postage.



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



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Total Enclosed \$ _____

Please make your check payable to KC Triumphs and mail it with your order to:

Keith Jordan
KCTSCC Treasurer
6463 Payne St.
Shawnee, KS 66226

OR

Bring your check and your order to Club Night Out.

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 June 15, 2021:

At Pegah's, the Board reviewed the May 23 Summer Picnic at the start of British Car Week, the May 26 Kactus Creek Croquet event and the June 5 Spring Tune-Up event. -- Continued working on details of production and sale of new club grille badges to members. -- Noted the recent filing of the Club's corporate Annual Report to the Kansas Secretary of State.

Board Meeting of July 20, 2021:

The Board tweaked some details regarding production of new grille badges, noting that in addition to the \$1120 basic charge (\$28 per badge with a minimum order of 40 badges), there will be a \$250 charge for the badge mold. We have 32 commitments to purchase badges so far. Larry Taylor will distribute an order form and solicit orders from the members. Vendor turn-around time should be about 45 days. -- Planned future events include an August 28 joint tech session on car washing and detailing with the MG Club at KC Detailing in Kansas City, MO. The planned August 27 event at Stone Pillar Winery was cancelled. -- An updated membership roster was requested. -- The Board noted the deaths of members James Guglielmino on April 10 and Mark McCracken on July 1.

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

AUGUST 2021

SUN	MON	TUE	WED	THU	FRI	SAT
01	02	03	04	05	06	07
			Club Night Out – 6 pm Pegah's			Cars and Coffee at KC Auto Museum 8-10am Merriam Cruise Night 6-8:30pm Parkville Cruise 4-8pm
08	09	10	11	12	13	14
						Independence Cruise 3 until dark
15	16	17	18	19	20	21
						Cars and Coffee at KC Auto Museum 8-10am
22	23	24	25	26	27	28
Demo Derby – MO State Fair 2pm						Car Washing Tech Session @ KC Detailing 10 – 12.
29	30	31				

SEPT 2021

SUN	MON	TUE	WED	THU	FRI	SAT
				01	02	03
				CLUB NIGHT OUT, 6:00 PM		HEARTLAND ALL BRITISH CAR SHOW and DINNER
05	06	07	08	09	10	11
HEARTLAND ALL BRITISH CAR SHOW and DINNER	HEARTLAND ALL BRITISH CAR SHOW and DINNER					COR Car Show 9:00 am MG Barn Party (TR invited)
12	13	14	15	16	17	18
		VTR National Convention - Edmond, OK	VTR National Convention - Edmond, OK	VTR National Convention - Edmond, OK	ST. LOUIS ALL BRITISH CAR SHOW VTR National Convention - Edmond, OK	ST. LOUIS ALL BRITISH CAR SHOW VTR National Convention - Edmond, OK
19	20	21	22	23	24	25
						Bruce Miller's Photo Scavenger Hunt (MG Sponsored)
26	27	28	29	30		
			The Six Pack Trials – 10/3			

CLASSIFIED ADS

1966 Triumph Spitfire Mark II

New tires, rockers, quarters, paint, and interior. New steering rack and new front end suspension bushings. Updated to negative ground, electronic ignition, and alternator. Good convertible top and frame plus tonneau. Good Condition. Nice little driver \$10,000 OBO. Jack Curry 816 509 4007



TR3 Engine for Sale

This motor was running good when we pulled it but has sat for many years and I would suggest replacing gaskets, etc. Of note, it has 87mm pistons rather than the original 83mm. It might as well be useful as just sitting. The location is approximately 159th & Metcalf. Asking \$150.

Contact Don at work number 913-381-5751 or hardworkingdon@sbcglobal.net



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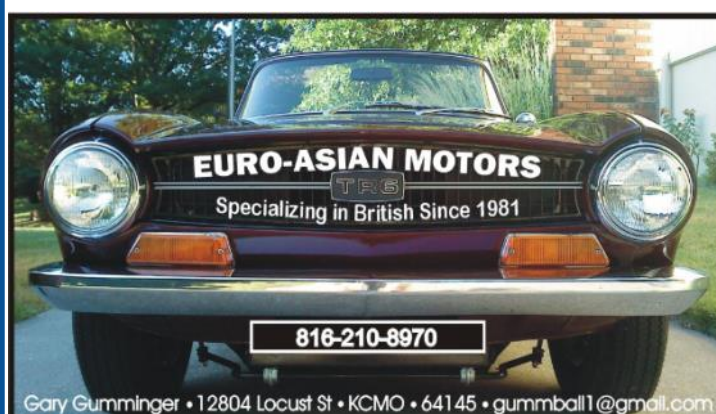
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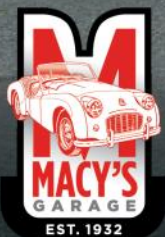
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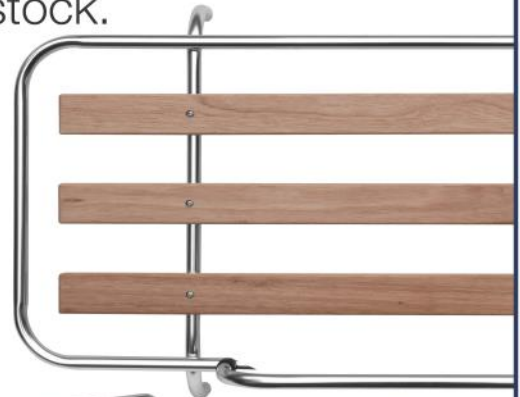
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Heartland All British Car and Cycle Meet

September 5, 2021

9am-2:30pm



**Merriam
Marketplace**

5740 Merriam Dr.
Merriam, KS 66203

Awards|Food|Entertainment
www.heartlandallbritish.com

HEARTLAND ALL BRITISH CAR & CYCLE MEET 2021 SCHEDULE OF EVENTS

Sunday, September 5th

8 – 10:30 a.m.	Registration
10:30 a.m. – Noon	People's Choice Voting
2:00 p.m. (As soon as ballots counted)	Awards Presentation

We are returning to:
Merriam Marketplace
5740 Merriam Drive
Merriam, KS 66203

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

LOCATION

Merriam Marketplace, located at ***5740 Merriam Drive, Merriam, KS 66203.***
Don't forget to bring your chairs.

Prices and Shirts

We have reduced the price this year, but **NO SHIRT** is included in the price. Advance registration is \$25 for a car \$20 for a motorcycle. Day of the show price will be \$30 per initial car.

Food Truck Day of Show

We will have a food truck for lunch at the location again this year.

AWARDS

Awards will be presented after voting by registered car owners 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 preregistration (**postmarked by August 6, 2021**) you can **buy** shirts with your registration. **We MUST have your shirt order by August 6th.**

All shirts will be Gray with the design embroidered in the design below. **Embroidered hats will be available at the meet.**

ORDER NOW
2021 Shirt Design
NO SHIRTS WILL BE AVAILABLE FOR PURCHASE
AT THE EVENT, SO ORDER NOW.
Order must be postmarked by August 6, 2021.



HEARTLAND ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend – Sunday, September 5th, 2021

PARTICIPATION CLASSES

A	Austin-Healey 100,100-6, 3000	H	MG Midget / AH Box Sprite	P1	Mini Classic
B	Austin-Healey Frogeye Sprite	J	TR2 & TR3	P2	Mini BMW
C	MGA	K	TR4, TR4A, TR250	Q	Morris
D1	MGB/MGB GT 62-71	L	TR6	R	Lotus / All 7s
D2	MGC/ MGC GT	M	Spitfire & GT6	S	British Saloon / Other
E	MGB/GT 72-74 ½ Chrome Bumper	N	TR7, TR8, Stag	T	British Sport
F	MGB/GT 74 ½ -80 Black Bumper	O1	Jaguar through 1974	W	British Cycles
G	MG T Series / PreWar	O2	Jaguar 1975 on	Z	Friends of Brits (European)

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

Phone: 913 856 6556 Email: gam06518@gmail.com

Fees	Totals							
Advance First Car - \$25 _____								
Day of Show - \$30 _____	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, 2021								
T Shirt Gray:								
____S, ____M, ____L, ____XL \$15.00 each ____XXL \$18.00 each	_____							
Men's Polo Gray:								
____S, ____M, ____L, ____XL \$23.00 each ____XXL \$27.00 each	_____							
Women's Polo Gray:								
____S, ____M, ____L, ____XL \$23.00 each ____XXL \$27.00 each	_____							
Zippered Hooded Sweatshirt Gray:								
____S, ____M, ____L, ____XL \$30.00 each ____XXL \$33.00 each	_____							
Long Sleeve Henley Gray:								
____S, ____M, ____L, ____XL \$26.00 each ____XXL \$30.00 each	_____							
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NAME (please print) _____ PHONE _____								
ADDRESS: _____								
CITY, STATE, ZIP _____								
Email address: _____								
Vehicle #1	Class		Year		Type/Model		Color	
Vehicle #2	Class		Year		Type/Model		Color	
Vehicle #3	Class		Year		Type/Model		Color	

Hold Harmless Agreement

Owner voluntarily enters his/her vehicle in the 2021 Heartland 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 Heartland All British Car & Cycle Assn. (2) that owners do, hereby, agree to indemnify and hold harmless The Association 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 _____



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www.VTR2021.com



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Host Hotel is SOLD OUT!

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UPCOMING EVENTS

2021 VTR National Convention

September 14-18 2021
Edmond, OK

Membership meeting
Suspended

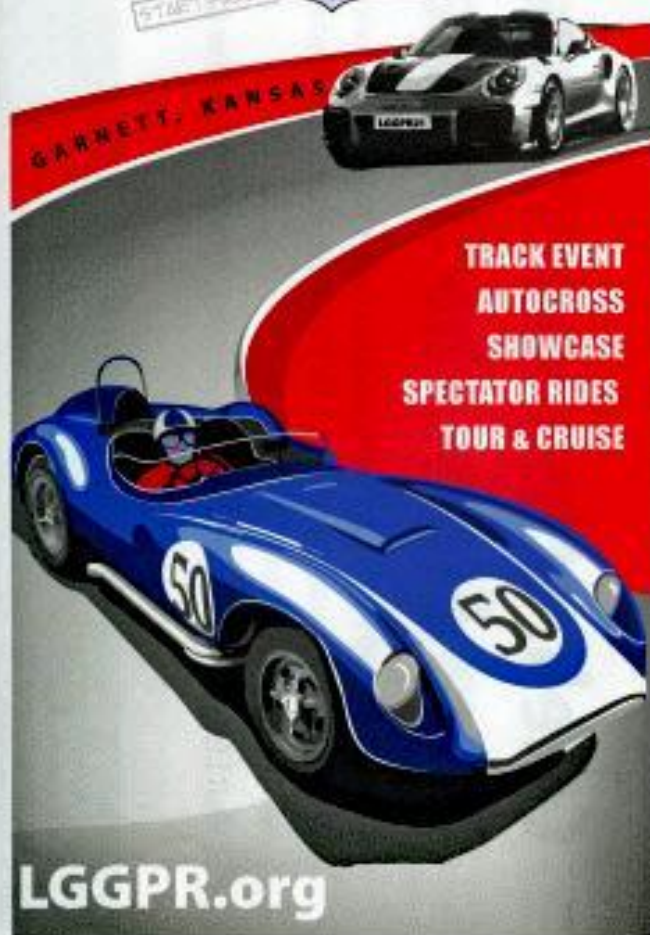
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ABOUT

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. 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.

EIGHTH ANNUAL**OCTOBER 8-10, 2021**

**TRACK EVENT
AUTOCROSS
SHOWCASE
SPECTATOR RIDES
TOUR & CRUISE**

SCHEDULE

Tentative - Please check LGGPR.org for more detail, specific locations, and final times

FRIDAY, OCTOBER 8TH

- 10:30a – 2:00p Road Tour & Cruise
- 5:00p – 8:00p Registration / Check-In
- 6:00p Kick-Off Dinner

SATURDAY, OCTOBER 9THLake Garnett Park - Track Sessions

- 7:00a Gates Open for Saturday Run Groups
- 7:00a – 8:00a Registration: Saturday Run Groups and AutoX
- 8:00a Track goes hot no participant entry after 8am
- 8:00a Mandatory drivers meeting: all Saturday run groups
- 8:30a – 1:30p Saturday track sessions
- 2:15p Parade of race cars from track to downtown

Garnett Airport - EKAE Autocross

- 9:00a – 1:00p East Kansas Agri-Energy Autocross

Downtown Garnett - Revival Showcase Car ShowVALOMILK Charity Rides

- 11:30a – 2:00p Registration open
- 12:00p – 5:00p Revival Showcase Car Show
- 2:30p – 5:00p VALOMILK Charity Rides
- 4:00p Awards Presentation

SUNDAY, OCTOBER 10THLake Garnett Park - Track Sessions

- 7:00a Gates Open at Track for Sunday Run Groups
- 7:00a – 8:00a Registration: Sunday Run Groups
- 8:00a Track goes hot no participant entry after 8am
- 8:00a Mandatory drivers meeting: all Sunday run groups
- 8:30a National Anthem / Flag Ceremony
- 9:00a – 12:30p Morning Track Sessions
- 12:30p – 12:50p Lunch break
- 1:00p – 4:30p Afternoon Track Sessions
- 5:00p – 7:00p Clean up – all help is appreciated!!