



# TR TIMES

Kansas City Triumphs Sports Car Club

Volume 43—Number 5 October 2021



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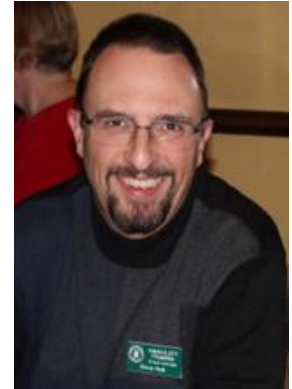
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## DIRECTOR'S DRIPPINGS FALL CHILL

By Steve Peak, Director



As the cool front moves through and the crisp is in the air one big thing comes to mind. Working in the garage with the cars will be SO MUCH more pleasant. Doing the little tweaks needed for fall driving becomes not as much of a dread.

I hope you have been able to get out to some of the MANY events we have had this year. The weather has been great with no cancelations for weather or otherwise. Many of our events have been shared between us and the MG club.

We still have some more driving events coming up during this nice fall weather so hope you can join in. Check out the calendar of Upcoming Events.

Please take note that the yearly Holiday Dinner is back but in November. November 18<sup>th</sup> at Hereford House in Shawnee.

The annual meeting will be held on the December 2<sup>nd</sup> Club Night out at Pegah's.

See you all out driving this fall.

### Cover Shot

TR6 Line-up at the  
Heartland All British Car &  
Cycle Meet.

### Notice of Annual Meeting

As provided in the Club's By-Laws, Art. V, this is  
Notice of the Club's upcoming Annual Meeting.

**Date:** Thursday, December 2, 2021

**Time:** 6:00 p.m.

**Location:** Pegah's Restaurant, 12122 W. 87th  
Street, Lenexa, KS

**Meeting Topic:** General discussion of club events

## UPCOMING EVENTS

### **10/2 – West Bottoms Antique Run**

Sixth Annual Triumph Club Antique Ramble in the West Bottoms

Hosted by Shabby Chic hunter, Chip Kigar

Starts at 10:00 AM and concludes with lunch at The Ship at 12:30

Respond to Evite or RSVP to [ckigar@hexnuts.us](mailto:ckigar@hexnuts.us)

### **10/3 – Lawrence Car Show 9AM – 3PM**

All-make show but usually lots of LBCs

Contact Steve Olsen, [solson816@sbcglobal.net](mailto:solson816@sbcglobal.net)

if looking to caravan

### **10/7 – Club Night Out 6:00PM**

All invited, no invitation needed. Just show up!

Come early in your LBC for parking lot show-n-tell Pegah's Restaurant, 12122 W 87<sup>th</sup> St, Lenexa 66215

### **10/9 – Brits in the Ozarks 10AM – 2PM**

At the University of Arkansas, Fayetteville

See poster in back for details

### **10/10 - Lake Garnett Track Day & Picnic**

Club tent/viewing area at trackside. Bring a chair.

Cookout catered by Larry Taylor for club members.

See poster in back for details

Respond to Evite or RSVP to

[Kimsimon@1009@gmail.com](mailto:Kimsimon@1009@gmail.com)

### **10/23 – Dancing with the Cars 6 – 10PM**

Annual fund raiser for the Kansas City Auto Museum

Event to be held at the Armacost Private Collection -

\$75 per head

Information at [https://](https://www.kansascityautomuseum.com/events)

[www.kansascityautomuseum.com/events](https://www.kansascityautomuseum.com/events)

### **10/23 & 24 - FAT Run**

Fall Alternative Tour (FAT) is a spirited dash to Lake of the Ozarks for an overnight stay. Lunch, dinner, breakfast, lodging and gas all included at your own expense!

Respond to evite or RSVP to Cecil Wise

[vitesse6@gmail.com](mailto:vitesse6@gmail.com)

<http://www.kansascitytriumphs.com>

### **10/30 – Fall Foliage Run**

Hosted by Larry Taylor at the peak of foliage colors.

Larry selects a different winding country route each year.

Plan for about a 2-hour ride plus lunch.

Rain or Shine, so be sure your top can go up!

Watch for Evite or RSVP to

[Kimsimon@1009@gmail.com](mailto:Kimsimon@1009@gmail.com)

### **11/4 – Club Night Out 6:00PM**

All invited, no invitation needed.

Be there or be square!

Pegah's Restaurant, 12122 W 87<sup>th</sup> St, Lenexa 66215

### **11/18 – Holiday Dinner 6:00PM**

Holiday Dinner is back, but earlier, at our favorite place, Hereford House, Shawnee

Six dinner selections plus a scrumptious desert!

See flier in back for details

***Reservations and payment must be received by Thursday, November 11***

Reply to Evite or RSVP to

[Stevevehlewald@gmail.com](mailto:Stevevehlewald@gmail.com)

### **12/2 - Club Annual Meeting 6:00PM**

All invited, no invitation needed!

This one's special because the charter says we must have an "Annual Meeting".

Pegah's Restaurant, 12122 W 87<sup>th</sup> St, Lenexa 66215

### **12/11 - Chili Cook-off**

Our traditional Chili event is once again hosted by Larry Taylor at his home. Bring your best chili, an appetizer, dessert, adult beverage or just join the fun. An impressive prize and international bragging rights will be awarded for the best chili based on participants' choice voting.

Respond to Evite or RSVP to

[Kimsimon1009@gmail.com](mailto:Kimsimon1009@gmail.com).

Let us know if you're bringing chili.

# HEARTLAND ALL BRITISH CAR AND CYCLE MEET

By Warren Wood



British car enthusiasts around the Midwest enjoyed another excellent installment of the annual Heartland All British Car & Cycle Meet on Sunday, Sept. 5. Held for a third year at the Merriam Marketplace venue in the 5700 block of Merriam Drive (last year's event was canceled due to the pandemic), this year's show again offered scenic surroundings, a spacious display area, a large canopy lounging facility, and the all-important food truck. The weather was great, with clear skies and comfortable temperatures.

Meet organizer Kris Gamble reported that 103 cars and cycles registered for the event, but based on a number of open spaces in the display area, it did not seem that participation was as large as in 2019. By my unofficial count, twenty-six Triumphs were on display including three TR3s, seven TR4s/4As/250s, nine TR6s, five Spitfires, one GT6, and one TR7. A list of Participants' Choice winners in the Triumph classes and a number of photos from the meet may be found nearby. Club members Steve Olson, Mark Meyer and Russ Sifers won awards, but for their non-Triumph Brit cars.

You will recall that former member Mark McCracken passed away on July 1. We were pleased to see Mark's Java Green TR6 pull into the parking area toward the end of the show, driven by its new owner, Neil Spencer.

For more extensive coverage, including a complete list of winners in all classes and a multitude of additional photos, see the show's web page at: <https://heartlandallbritish.com/index.html>.

Congratulations to all the winners and thanks to everyone who helped in preparing for and carrying off this event.





## And our club winners are!

<u>Class</u>	<u>1st Place</u>	<u>2nd Place</u>	<u>3rd Place</u>
TR2, TR3,	Larry Taylor		Paul McBride
TR4, TR5, TR250	Matt Jenkinson	Steve Peak	Pat Fischer
TR6		Bill Cunningham	Bob Aguilar
Spitfire, GT6		Doug Eble	
TR7, TR8, Stag	Ed Curry		
British Saloon	Mark Meyer		
Midget, Spriget	Steve Olson		





All Brit, Con't.



Warren Wood and Steve Vehlewald



Endless TR6s ready for inspection



The Peaks and Simons enjoying the shade



TR6 Line up



Diane Paoletti and Larry Taylor



Oh No! Did Kenny buy a Hillman?



Mark Meyer's Prize Winning Austin America



## BARN PARY

By Warren Wood

A great way to spend a late summer day is at a picnic out at the farm. Saturday, Sept. 11, was such a day, as the Kansas City MG Car Club invited our club to join them for a barn party southwest of Bonner Springs. Hosting the event were Kim and Dean Wheeler of the MG Club.

The venue was Kim's family farm located in the rolling hills north of the Kansas River. A beautiful home sits on top of a hill overlooking a spacious open air barn at the bottom of the hill, and the adjacent field was nicely mowed to accommodate parking for all of our cars. The hosts grilled a bunch of burgers, and the participants brought their favorite side dish or dessert to complete the picnic meal.

Dean reported that 39 people attended the event. Seventeen British cars were there for the ogling, along with two non-Brit cars, a motorcycle and a '57 Corvette! Triumph Club members there included Mark and Judy Gillissen in their TR6, Steve and Carol Olson in their MG Midget, Larry Taylor and Diane Paoletti in Larry's TR3A, and Warren Wood in his TR6.

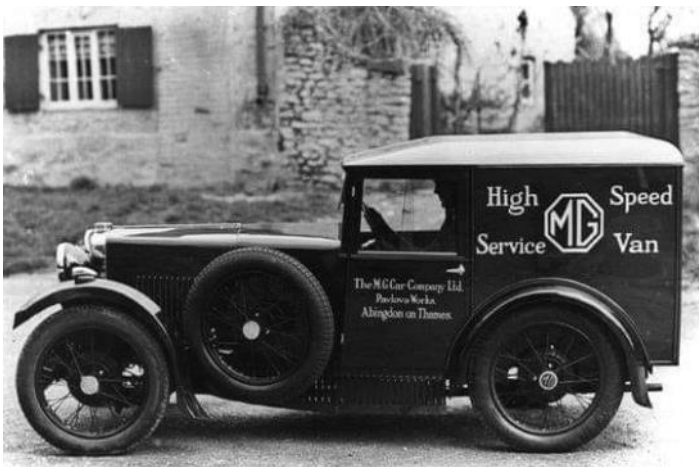
Thanks to the KC MG Club for inviting us and to Kim and Dean Wheeler for hosting. If we get an opportunity to do this again in the future, try to take advantage of it. I think you will be pleased.



Beautiful home over looks the barn and pasture



Our hosts Kim and Dean Wheeler



Not at the event, but a really neat photo



## Barn Party, Con't.





## AUTO DETAILING TECH SESSION

Larry Taylor organized a unique event on Saturday, August 28. Members of the Triumph and MG clubs had the opportunity to attend a session devoted to car detailing. Johnathan Farris, owner of KC Detailing, conducted a car care tech session at his shop, KC Detailing, in mid-town KC. The event proved so popular that a second session had to be arranged.

The tech session covered the following:

Explanation of different wash products and wax/sealant uses and when to use them.

Using Ed Curry's grimy TR3A he demonstrated:

- How to properly clean wheels
- How to properly two bucket wash
- How to properly waterless wash

Johnathan provided tips like avoiding silicon treatment like Armorall as it can cause long term damage to interiors, the use of rust removing products to clean wheels and the use of clay as a compounding agent.

Larry, always the expert caterer, brought a great selection of coffee, doughnuts and treats shared at both sessions.





# THE GREAT CAR SHOW



The Great Car Show, on Sunday July 18<sup>th</sup>, appeared to be a Great success! The sold-out event had hundreds of vehicles from all over the Midwest and welcomed thousands of visitors. A beautiful, balmy day on the hilltop location made for an enjoyable day. The show is a benefit in support of the Kansas City Automotive Museum and The National WWI Museum and Memorial. Triumphs were well represented with seven club member cars. With a large, diverse audience, it's always fun to explain what a Triumph is to young people or have them take a photo of a car "just like Grampa had". A long line of food trucks added to the fun and individuals had the opportunity to visit The National WWI Museum and Memorial at a discounted rate.



Line of Triumphs waiting to enter appears to extend all the way to the monument

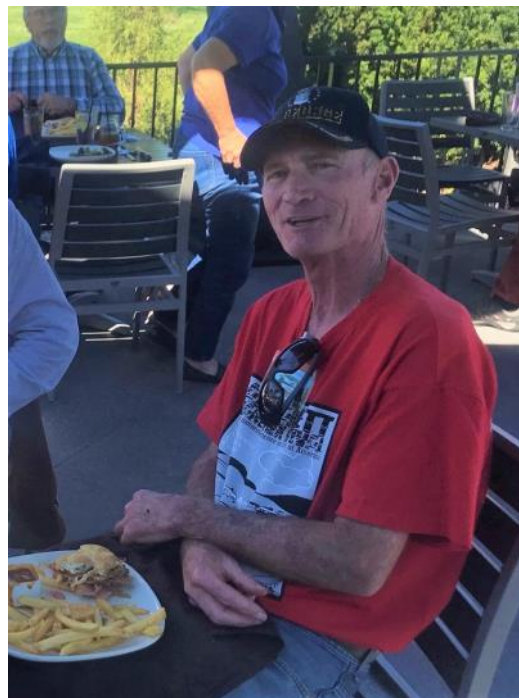




## PHOTO SCAVENGER HUNT

Bruce Miller organized his 8<sup>th</sup> Photo Scavenger Hunt on Saturday 9/25, and it was as challenging as ever! Ten teams in LBCs attempted to follow vague, turn-by-turn directions (with no street names) over a 23-mile route while looking for and photographing 40 pre-determined landmarks. It's an impossible task without a great navigator/photog in the 2<sup>nd</sup> seat! The route, which was only handed to each team as they departed at three-minute intervals, began near the VA Hospital and roughly followed the Blue River heading south. Much of the run was on the beautiful, tree covered, two-lane Blue River Road through back areas of Swope Park and Glades Natural Area. All teams eventually met up at Jack Stacks, Martin City where points were totaled. Denny and Ruth Hale were the winners for a second year in a row having found 28 of the landmarks.

**Many thanks to Bruce for continuing to organize one of the more unique events on the club calendar!**



Bruce Miller





## ST LOUIS ALL BRIT SHOW



Steve Olson and his 1970 Triumph TR8 and Larry Taylor and his 1960 Triumph TR3A won first in class at the St. Louis British car show held on Saturday, September 18. A spot in the field was reserved for Jim Danielson who would have been at the show.



Larry Taylor

(Larry actually won 1st in class but was handed the wrong trophy)



Steve Olson

### WELCOME NEW MEMBERS!

**James Summers**

**TR4 1962**

**Red**

**Bill Baker**

**GT6 1971**

**Phillip Evans**

**GT6 Plus**

**Saffron**

**Glen Masoner**

**TR 6 1976**

**White**

**Michael Hicks**

**TR6 1969**



## Selling my TR6 through Bring a Trailer

By Greg Miller

At the beginning of June, I decided to try and sell my 1974 Triumph TR6 with 91,000 miles through Bring A Trailer (bringatrailer.com). For \$100 they offer the seller a tremendous advantage in reaching a great many potential buyers because of their Internet reach (several other internet sites also offer vehicle auctions that also reach large audiences). However, BaT is different in that they claim to sell only “virgin” vehicles (vehicles not advertised elsewhere on internet sites), and their auction rules are different than most sites in how they close the auction. Other sites end auctions at a particular time. BaT also has a tentative auction close time, but they continue the auction in 2-minute increments until all bidders cease bidding. Assuming there is a lot of interest in the car, the last few minutes of a BaT auction can result in thousands of dollars of bidding. Anyway, about sixty days after I started the process of listing and selling the car, it sold for more than I had expected.

I started the process by thoroughly reading through the BaT website. In simple to understand terms they explain the process. You first complete on-line an application to sell the vehicle. Pretty basic information but you should read all the questions thoroughly and put some thought into the answers in the Basic Facts and Details tabs before submitting to be sure that your responses put your car in the correct light. Your responses drive some of the “advertising” that they write about the vehicle. They also ask what reserve you would want attached to the car. I requested a \$17,000 reserve.

BaT wants to know from the application the year, make, model, mileage, where the car is located, whether it is listed anywhere else, whether BaT had listed the vehicle previously, is the seller a Dealer, etc... You can attach photos or video of the vehicle along with your application.

A couple days after submitting this preliminary information you get an acceptance email. (FYI...throughout the entire process of listing and selling the car, I don't remember ever speaking to a single person. Everything is done electronically). In this acceptance email they ask you to submit your \$100 credit card payment. It was also suggested that I reduce the reserve to \$15,500. I pushed back and said no to the reserve reduction because I knew I could reduce the reserve at any time during the auction process. BaT makes their money on the 5% that they charge the winning bidder. They want your car to sell but don't want to lose a commission because a deal comes up a few hundred dollars short of the reserve. In the agree-



ment they specifically state that they reserve the right to make up the shortfall of the reserve if the winning bid comes up short (in other words they would take somewhat less than 5% if the deal closes under reserve).

After BaT gets your \$100 and has reviewed your approved application and photos, you will likely get another email with suggestions of more photos, maybe videos, car history, maintenance history, etc.... They asked me for a photo of the face of the title to prove ownership. They wanted more undercarriage photos than I had originally submitted so I had to rent a lift for 20 minutes. I looked at a lot of previous auctions on the BaT website to get a good idea of what people were submitting, how they were presenting their cars. You can submit as many photos as you like. Many sellers had over 200 still photos which I thought was a waste. For example, I did not think it was necessary to submit a photo of each tire/wheel.

BaT strongly suggests that the photos and information submitted accurately represents the vehicle. They want you to be sure that the car is accurately presented. Good and bad. Illustrate the dent, show the paint blemishes, show the paint chips. Illustrate the oil leaks. Present an honest history of the vehicle-maintenance and repairs.

A customer representative takes all the information that you submit and then writes the listing of the vehicle. “They” choose about 15 photos that they think best presents the car. A couple photos from the front, from the rear, from the left, from the right, the interior, the engine compartment, the trunk, the undercarriage, and supporting literature/records. The representative writes a brief overview of the vehicle and a couple sentence narrative for each of the photo groupings. All the other photos that you submit just go into a gallery that bidders can view.



## Selling Through Bat, Con't.

BaT electronically sends you the presentation for your approval. In my case, I got their “draft” presentation about a month after my application was approved. They will work with the seller to make changes, but I pretty much let them present the car as they saw best. Any mistakes/changes were made very quickly, and after final approval the presentation was sent to Scheduling. This process took 2 to 3 weeks. BaT has about 450 auctions a month for many different makes and models of vehicles. They try to balance when cars are on the auction block to not have too many or too few cars of the same make and models listed at the same time. They also try to balance cars by regions of the country. Over the six weeks that I tracked Triumph TR6 auctions, there were only about 16 or 17 listed.

During the months of June and July I tracked every TR6 auctioned. I put into a spread sheet each vehicle’s final sale price, day of the week that the 7-day auction closed, time of day the auction closed, the car year, car color, how many views each car had, how many “watchers” each car had, and how many bids each car had. From this information I developed some useful information. The average car price was \$20,750. Hunter Green and Sapphire Blue drew the highest prices. The average car had about 31 bids, and if a car did not get about 900 watchers, and about 8500 views it was not going to do real well. I also concluded that the no TR6’s were sold on Tuesdays, Wednesdays, or Fridays. Auctions starting (and ending) on Saturdays or Mondays did the best. 2:00PM and 4:00PM central time were the best times to start and end auctions.

BaT will suggest the day and time that they want to list your car. They wanted to start my auction in the morning and on a Tuesday. I pushed back and said I wanted Saturday or Monday with a close between 2PM and 4PM. After some communications, they accommodated me but I had to push the auction back a week. I definitely believe that the auction days and times that I chose plus the popular Sapphire Blue color of my car contributed to the premium price that I received.

You want to pick the best day and time to help get the best price you can for the vehicle. Of course, the other major factors are the condition of the car itself and how it is presented. As I mentioned before, I thought 200 still photos was not the best way to show a car. I knew I had a desirable color and even though the paint job was not the best and aging, it was great looking at 10 feet. The engine compartment showed very well, the interior was in very good shape, my dash and lights (green) showed very well, and mechanically the entire car had been pretty much rebuilt. I also noticed that very few cars were shown with lights on at dusk and nobody honked a horn. How could I



best emphasize these points?

I decided to take videos of the car. I did this on a partly cloudy day in my driveway with green grass surrounding, and trees, and clouds in the sky. My first video was a “cold start”. I enlisted my son to hold his hand on the manifold and take the video with his iPhone while I started the car. This 15 second video gave the viewer an understanding of how well the car started, how the engine sounded and how clean and good looking the engine compartment was. The 2<sup>nd</sup> video was about a 2 ½ minute drive around the neighborhood. My son again took the video from the passenger seat with his iPhone pointed at the gauges and the windshield. Speed ranged from 0 to about 45. The viewer is able to see the working gauges plus the speedometer and tach and any changes during the short drive. The viewer observes and hears the shifting of gears, the sound of the engine and exhaust, and I honked the horn at a neighbor. I then took a third video with the car parked in the driveway with the trunk open, the hood open, and the doors opened. I slowly walked around the vehicle taking video of the trunk, trying to illustrate the brilliant shine of the paint, the interior, the engine compartment, the nose of the car with the hood up and clouds reflecting on the hood. I then closed the trunk, hood, doors and repeated the slow walk around in the final video. I also tried to zoom in and show flaws in the paint, scratches, etc. I then uploaded these videos to YouTube and sent the link to BaT who in turn posted the videos to the car presentation so that viewers could click on the links and see the car as if they were right alongside me taking video.

You can view the videos by copying on the following links:

<https://youtu.be/8Yj49oSCIJk>  
<https://youtu.be/wyIpMIJmEg>  
<https://youtu.be/ywbVcfzG7Kw>  
<https://youtu.be/tI8mHsJMznY>

I am convinced that the videos and the history of work done on the car is what sold it at what I considered a premium price.



### Selling Through BaT, Con't.

I had a spreadsheet of every repair/improvement made to the car since 2006. I uploaded this to BaT so that it was presented in the gallery of photos. I had virtually all receipts from the last 5 years of all mechanical work done which proved to the buyer that mechanically the car had been completely gone through. I also uploaded pictures of the exterior and dash lights at dusk. (Note that purists will also want to see photos of matching VIN numbers).

It is also very important to keep in contact with your watchers and other potential bidders while the auction is live. Your BaT site shows the BaT presentation of your car along with all your other still photos and videos. Viewers can zoom in on your still photos and videos as well as stop and start the videos to more closely inspect the car. Viewers can then post questions and comments to the seller through BaT's messaging service. The seller responds to those questions through the messaging service with all questions and comments and answers viewable to all viewers throughout the auction period. Be prepared for a fair amount of critiquing from people who never bid and seem to have nothing to do but point out the flaws in your vehicle. There are also some viewers who will make recommendations on how to improve your presentation. Regardless of whether a question or comment is positive or negative, it is very important to respond to each within a couple hours if possible.

During the time between approval of BaT's presentation and the auction start, I studied the questions and answers from several TR6 auctions that got good results. I wanted to be prepared for similar questions on my car. I wrote out notes on answers. I also wrote out points that I wanted to emphasize because the BaT presentation doesn't necessarily present things with the detail that I wanted get across. I then rewrote all these notes grouping things by topic or by the point that I wanted to emphasize. I also wrote an introductory "Thanks for viewing my auction" paragraph and another paragraph for "the auction is winding down soon". I tried to have about a dozen responses prepared so that I could have at least one topic that I could post each day of the auction. I wanted to be proactive selling my car as opposed to waiting for questions and/or objections. In the end, the timing of questions and comments did not occur as I had scripted things but I felt I was well prepared for about 95% of what people wanted to know and could answer them almost immediately.

I also tried to hold back 7 good still pictures. I wanted to post one a day because every new picture posting generates an automatic email to all your "watchers". It keeps them coming back to your car presentation! (One of <http://www.kansascitytriumphs.com>



those pictures was from the Club 40<sup>th</sup> anniversary drone shot. I wanted watchers to see my car alongside about 30 other very well-maintained Triumphs. No other auction that I viewed compared their car beside others!).

I know I was pretty anal in studying past auctions and preparing for my auction. I was so close to the auction process that I probably accessed the auction site every 1-2 hours for all 7 days. On the final day of the auction, I was viewing auction progress every hour. The last hour I was glued to my computer screen the whole time. I was measuring my auction performance to the average results that I mentioned earlier in this article. Here is my auction progress:

48 Hours In	3421 views	667 watchers	6 bids	\$ 6,650
96 Hours In	4934 views	769 watchers	9 bids	\$7,200
144 Hours In	6058 views	866 watchers	20 bids	\$13,000
158 Hours In	6728 views	896 watchers	25 bids	\$18,000
167 Hours In	8227 views	967 watchers	26 bids	\$18,250
168 Hours In	8797 views	982 watchers	35 bids	\$24,000

As you can see, the big jump in the money bid was during the last day. The last hour was when most of the action kicked in. The last 5 minutes was exciting! The day after auction I had the money electronically transferred to my account and I delivered the car and title the following day.

This whole experience was the most fun I have had in a long time! And the results were great. I was hoping for \$22,000 but expecting between \$18,000 and \$22,000. \$24,000 was over the top and I do not believe I could have gotten that without BaT. I don't know if I would buy a car through BaT because of the 5% buyer premium plus shipping, but I would highly recommend them for selling your Triumph. They know what they are doing and have the process down pat. Give them a try if you are thinking of selling. The most you could be out is \$100 if your reserve is not met.



## REFURBISHING GT6 SUN VISORS

By Roger Elliott

The Triumph GT6 Mark 1 came with Longhorn (white) sun visors that matched the headliner in color and texture. These sun visors are no longer available, and many vendors seem convinced that only black sun visors were ever supplied on the car.

I did determine that the TR4A sun visors, which are available, are a close match. But I could not determine if the texture was correct on new ones. So, I decided to try to refurbish my originals. They were stained and had absolutely no padding. I could feel the inside board and frame through the vinyl.



**Stained visor**

The first thing I did was slice the sun visor open along the top edge. I did this holding the visor down and laying an X-Acto knife on the workbench and sliding the knife along the sun visor. I figured this would give me a reasonable chance of cutting the visor straight, and the cut did end up being pretty straight.



**Cutting the visor with an X-Acto knife**

I then pulled the inside pieces out of the vinyl cover. The metal and hardboard were in fine shape except a bit of rust on the metal. There was a lot of powder from the decomposed foam that the sun visors had been padded with.



**Pile of dust above the visor is just part of what came out**

<http://www.kansascitytriumphs.com>

After looking at options, I purchased some polyester batting at a fabric store. I glued the batting to the hardboard.



**Padding glued and clamped to the hardboard**

After cutting it to shape and wrapping it around the hardboard I squeezed it into the cover. It felt nice, but I decided there was no way for me to get the cut visor material edges to meet. The hardboard came back out. Fortunately, the polyester batting is easy to peel off by layers to make it thinner. Two layers came off.



**Inserting hardboard into visor cover**

After getting all of the dust and glue remains off the hardboard and out of the visor, I glued a strip of leftover headliner material to the metal part that acts like a hinge. I did this to have something to glue the visor material to other than metal and have the material show through any gap I might have.





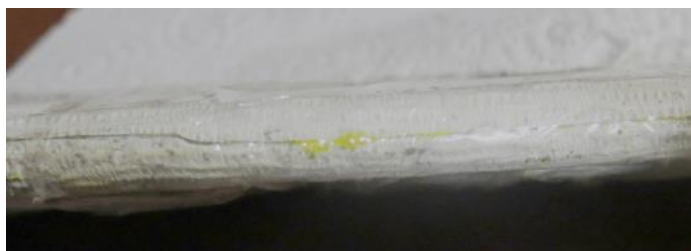
## Refurbishing Sun Visors, Con't.



Strip glued to hinge part of hardboard

Probably the hardest part was gluing the visor cover closed. I tried a couple of different things, but clamping the material just wasn't working because it pulled and distorted the vinyl.

What I finally found to work best was a tube of 3M Yellow Super Weatherstrip and Gasket Adhesive. I glued the cover and the strip of fabric ½ inch away from the edge of the cover, pulled the cover until I got the edges touching or as close as I could, and taped them in place with clear packaging tape. The tape was wrapped almost clear around the visor. When that was dry, I removed the tape and then glued down the edges when there wasn't as much tension on the material.



Visor Taped in place - gap is visible in places

I had purchased some SEM vinyl paint in Sailcloth White, thinking it was pretty close based on the can top. A spot test showed it wasn't close. A user on an online forum suggested SEM Carver White. So, I made another trip to True Auto Parts and Paint store in Merriam – just down from where the All British was held. Turns out the Carver White is a marine paint, which the parts store doesn't carry. The counter guy suggested I could buy it online. So, I headed out the door, started walking toward my car. Then I thought, I've already spent about \$20, another can will cost about the same, and the paint store will mix paint to order in a spray can for about \$40. I don't know if the Carver White will match as closely as I would like, and purchasing a can would put me half way to what the store charges to mix paint and I might end up having to buy a third color trying to get a match. So, I turned around, went back in the store, and ordered the paint and left a strip of headliner for them to match.

The paint store calls the paint light blue and it seems a perfect match for the headliner, even though I would call the headliner an off white. So, after the adhesive dried, I cleaned off the excess and painted the visors.

They turned out excellent. Now I just have to get them installed.



Finished sun visor with a wee bit of headliner fabric for comparison





## WEDGE WORDS

By Steve Olson



Old geezers like me have been known to be grouchy. I find lots of little things that most people just seem able to ignore bother me. Things like the way people drive. Rolling through a stop sign or not turning into your own lane or... I think you get the idea. I have myself bent most every traffic law on the books at one time or another so I shouldn't be too critical of others. But of course I am.

Another thing that bugs me is all those folks driving around with long expired paper drive away tags. Some are easy to spot since the paper itself has rotted from exposure to the elements. The expiration date is right there in big numbers for all to see. Yet unless these folks have a calendar that is far different than mine that date was months ago. What this means is that they managed to buy the car but have not found the money to pay the sales tax, the license fee, or buy insurance. So those driving on expired drive away tags likely don't have liability insurance to cover damages they might do to others. By following the rules I am subsidizing their irresponsible driving. I feel sorry for poor people that still need transportation to get to work or to the grocery store but some of the cars sporting expired tags are nearly new expensive models.

And yet another thing bugging me is all the cars I see driving around with one or more brake lights that don't light. Back when American cars had a single bulb that functioned as both brake light and turn signal the driver at least got an indication of a burned out bulb when the turn signal flashed super fast or not at all. Then the rest of the world declared that the turn indicator had to be amber while the brake lights had to be red so different bulbs lit each. Some high end cars monitor all lamps and show an error on the dash to alert the driver. But most makers just assume the driver will bring the car back to the dealer for routine maintenance and the well paid tech will catch that fault and then they can charge well north of \$100 per hour for him to replace it with a bulb they sell for double what any auto parts store does. Many drivers, once the warranty expires, don't take their cars to the dealer until it is time to trade them in on new cars. So only the kid working at the quickie oil change place might or might not take time to look at the brake lights.

Well the other day while I was pointing out to my navigator all the cars with failed brake lights I wondered how long it had been since I checked the ones on my cars. I do my own oil changes so I can't depend on the kid at the quick change place checking for me. I found a scrap of lumber about the right length to wedge between the brake pedal and the seat cushion and checked my fleet. All of them passed the test with flying colors but that might not have been the case. While I was at it I checked the air pressure in all the tires. It also bugs me to see others driving around with one or more tires obviously underinflated. That is dangerous to them and to all around them and it wears out their tires quickly. Tires are expensive and many gas stations offer free air. Are those folks ignorant or just lazy? I did find a couple of my tires were down a few pounds and since I have a gauge that I know how to use and a compressor my excuse has to be laziness.

Any pilot takes a minute to do a walk around check of the plane before he settles into the cockpit. And he will have someone else watch the control surfaces as he moves them to be sure they are working. Shouldn't we do simple checks like that at least occasionally before we climb aboard, strap in, and take off? Maybe not every time we drive but at least on a monthly basis?



Back to the Future—Steve's car???



## MEMBER UPDATES

**Richard Faulkner** reports: I finished installing the fuel injection system in my Spitfire. Now I'm just tuning getting it to behave a little better. I don't know what the HP increase is, but it now puts me back in the seat. Starting is just like a modern car, turn the key and don't touch the gas. I'm mapping it in now. It runs strong and smooth. *Richard posted on Facebook a very spirited test drive on the backroads of Lake Jocomo!*



**James Clough** reports: I hope one day to get my Stag over, the restored bodyshell and all the bits is in a shipping container in the UK waiting for space on a ship! Things seem to be getting even madder in terms of trying to move things! I was bringing this LR over, but UK customs seized it as it is an Ex-Military Vehicle and needs an Export License. I pity any Army that needs a 40-year-old LR for their transport needs! *James has also recently acquired a pristine Bug-eyed Sprite and has it in storage at Your Classic Ride.*



**Bob Purcell** met up with Russ Sifers and Ed Curry at the Church of the Resurrection (COR) car show on Saturday, 9/11 (20th Anniversary). It was great to see Bob and his incredible TR3A! All agreed that the COR show was less attended than in the past and had very few LBCs. It may have been the solemnity of the date or more likely that there were many competing car shows/events that day including the Barn Party (covered on page 7).



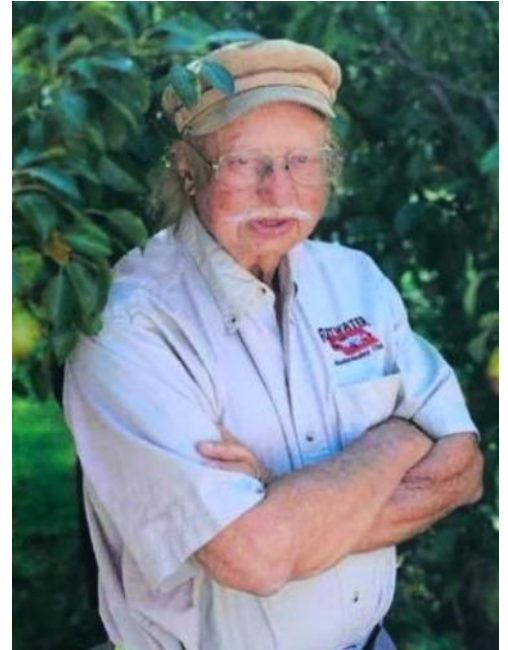


## MEMORIALS

### **Jimmie E. Danielson**

Jim Danielson, age 83, of Lincoln, Nebraska was killed in an accident on I-80 in Iowa on Wednesday, September 15th when his 1969 MGC was involved in a three-car accident and flipped over in the median. His longtime companion Rose Hitz was hospitalized with injuries that were not life-threatening. Jim and Rose were returning from a British car show in Stowe, Vermont and had planned to attend the St. Louis British Car Show with the group from Kansas City. The cause of the accident is still under investigation.

Jim was a British car enthusiast and a long-time active member of the Kansas City MG Club, and a regular participant of British car shows around the country including the Heartland All British show. He will be missed by all who knew him.



### **John E. Styers**

January 25, 1960 -- September 19, 2021

John Styres passed away on September 19<sup>th</sup>. John was an important member of the local British car community. He was the head of the Heartland All British committee and was the one that generally handed out the trophies; served on the Lake Garnett Grand Prix Revival Committee and often staged the cars at the starting line; was the president of the Lawrence All British Car Club; and a member of the Kansas City MG Club.

John's funeral is on Saturday, October 2<sup>nd</sup> at the Lenexa Baptist Church, 15320 W 87<sup>th</sup> Parkway, Lenexa, KS 66219. Visitation is at 10:00 a.m. with the funeral service following at 11:00 a.m. The family is hopeful that there will be a strong showing from the British car community at the service and has asked that you drive your LBC. We would like to see a strong showing of support from the Triumph Club for all that John has done for our community.





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### TR TIMES

Published six times per year by  
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## NEW GRILLE BADGES

By Larry Taylor

Club badges have arrived and will be available for pickup at upcoming club events if you have already ordered and paid!

The badge as illustrated below costs \$28 each. They are 3 inches in diameter, metal with cloisonné coloring and will mount on the grille or a badge bar. A few more are available. If you are interested in purchasing one, please fill-out and mail the form below. 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 and regional VTR Conventions
- Website with reference materials and member only sections
- Record trace certificates for TR2/TR3/TR3A/TR3B (\$35 Fee)
- Clothing, regalia and exclusive items

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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 August 17, 2021:** Larry Taylor updated the Board on production of new grille badges for sale to the members. Initial payment has been made to the vendor for creation of the badge mold. Once the mold is completed, the Club will pay for production of 40 badges for sale. Members are submitting orders for individual badges. -- Received a report on the August 28 Car Detailing Tech Session, and looking forward to the September 5 Heartland All British Car Show.

**Board Meeting of September 21, 2021:** The Board planned the menu for the Nov. 18 Holiday Dinner at the Shawnee Hereford House. -- Larry Taylor reported that the new grille badges have been cast and are on their way to us for distribution to those who ordered one. -- Ed Curry reported on an effort by the South Central Region of the Vintage Triumph Register to develop a newsletter and a website for the region. In support of that, the Board decided to do a membership survey in January to get a more accurate count of the current number of members and Triumphs in the Club. Also, Ed has drafted an article about the Club to be included in the newsletter/website. -- Larry Taylor will host a Chili Supper for Club members on December 11. -- The Board discussed plans for the Annual Meeting to be held during the December 2 Club Night Out.

## 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

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

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

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

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

Car(s) Information:

Make Model Year Vin#

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## CLASSIFIED ADS

### 1966 Triumph Spitfire Mark II

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## CLASSIFIED ADS



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 [hardworking-don@sbcglobal.net](mailto:hardworking-don@sbcglobal.net)



Early Spitfire convertible top and frame. \$100.

Contact Kenny at [Kwymore77@gmail.com](mailto:Kwymore77@gmail.com)



TR6 vintage leather top boot. \$100.00  
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TR2 & TR3 steel wire wheel 7.5"  
With Michelin XZX radial tire 165SR14 \$100.00  
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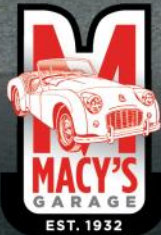
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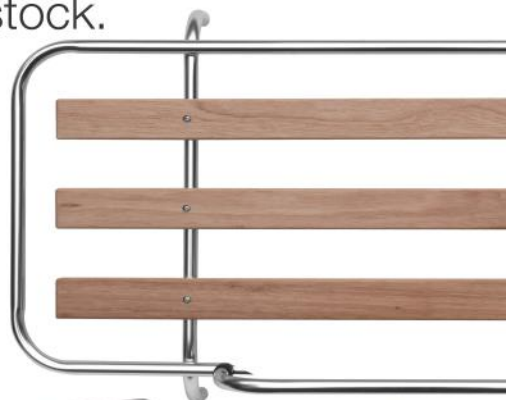
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**FRIDAY, OCTOBER 8TH**

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

**SATURDAY, OCTOBER 9TH**Lake 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 10TH**Lake 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!!



## The Kansas City Triumphs Club Holiday Dinner

WHEN: THURSDAY, November 18, 2021

WHERE: Hereford House-Shawnee  
17244 Midland Drive  
Shawnee, KS 66217  
Phone 913-268-8000



TIME: 6:00pm Social Hour  
7:00pm -9:00pm Dinner

We have six selections for the dinner. You can pick one from any of the three price groups. The price includes ***Tip, Taxes and a Desert*** selection.

***Limited to the first 40 reservations.***

***Reservations needed by Thursday, November 11, 2021.***

### **Dinner Options**

#### ***Frontier \$42 Choice of one Entrée***

Served with garden salad, seasonal vegetables and mashed potatoes, bread service, water, coffee and iced tea.

**#1 Single Medallions** | 5oz. bacon-wrapped medallion.

**#2 Hickory Grilled Chicken** | boneless chicken breast served with HH BBQ sauce.

#### ***Saddle Up \$49 Choice of one Entrée***

Served with garden salad, seasonal vegetables and mashed potatoes, bread service, water, coffee and iced tea.

**#3 Smokehouse Chicken** | charcoal grilled chicken breast topped with cheddar cheese, bacon, scallions and HH BBQ sauce.

**#4 Kansas City Strip<sup>sgf</sup>** | 12oz. cut of the steak that made Kansas City famous.

#### ***Wild West \$55 Choice of one Entrée***

Served with garden salad, seasonal vegetables and mashed potatoes, bread service, water, coffee and iced tea.

**#5 Salmon** | Oven roasted and topped with garlic herb butter.

**#6 Prime Rib** | 12oz. cut, oven roasted with our HH signature seasoning, served with au jus.

The Kansas City Triumphs Club Holiday Dinner  
Thursday November 18, 2021

**Choose your dinner selections and return this form with payment for your reservation.**

Your Name(s): \_\_\_\_\_

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

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

<b><u>Frontier</u></b>	<b><u>Price</u></b>	<b><u>Quantity</u></b>
#1 Single Medallion	\$42.00	_____
#2 Hickory Grilled Chicken	\$42.00	_____

<b><u>Saddle Up</u></b>		
#3 Smokehouse Chicken	\$49.00	_____
#4 Kansas City Strip	\$49.00	_____

<b><u>Wild West</u></b>		
#5 Salmon	\$55.00	_____
#6 Prime Rib	\$55.00	_____

Total \_\_\_\_\_

Make check payable to "**Kansas City Triumphs**"

Mail selection form and check to:  
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