



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 43—Number 6 December 2021



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BOARD OF OFFICERS

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Past Director:
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stevevehlewald@gmail.com

DIRECTOR'S DRIPPINGS SHORTER DAYS

By Steve Peak, Director



As the days have become shorter and our main driving season is coming to an end, many of us have begun to prepare our cars for their winter nap.

This should include a good cleaning, some fuel stabilizer, etc. Here is a good checklist from Hagerty on what you should go through;

<https://www.hagerty.com/media/maintenance-and-tech/step-by-step-guide-to-winterizing-your-car/>

We have had a pretty good year with many outings and drives. I hope you were able to make quite a few of the events. We are in the process of planning for next year. **Please join us on January 15th at Zarda BBQ' 87th St. for our annual event planning meeting.** Let's all hope for an early spring.

I hope you and your family have a very Happy Holiday Season. May your dreams of Triumph parts and warm driving days come true.

NOTICE OF ANNUAL MEETING ELECTION OF OFFICERS

Notice is given that the Kansas City Triumphs Sports Car Club will hold its Annual Meeting on Thursday, December 2, 2021, beginning at 6:00 p.m. This will be in conjunction with the Club's regular monthly meeting to be held at Pegah's Family Restaurant, 12122 W 87th Street, Lenexa, Kansas. Action to be taken at the Annual Meeting will be the election of three officers, each for two-year terms. The slate of officers up for election will be:

Newsletter Editor	Ed Curry
Historian	Paul McBride
Secretary	Warren Wood

Voting will be by a show of hands of all Club members attending the meeting in person. Proxy votes are not permitted. The remaining Club officers – Director, Assistant Director, Treasurer, Activities Co-Coordinators, Webmaster/Publicist, and Past Director – were elected in December 2020. They are in the middle of two-year terms.

Cover

New club Grill Badge proudly displayed on the front (and back) of TRs. Badges still available see page 17

DUES NOW DUE!

See page 18 for payment instructions.

FALL FOLIAGE TOUR

By Larry Taylor

On Saturday, October 30th, 23 cars with 38 members and guests met at 8:00 a.m. at the Love's Travel Center on MO 210 and Ameristar Parkway for the Fall Foliage Run, the last scheduled drive of the year. It was chilly but sunny when the group, led by Larry Taylor, left Love's promptly at 8:15 and headed east on MO 210 where we turned north near Missouri City and traveled through Excelsior Springs and Vibbard, and then went west for a pit stop at Casey's General Store on US 69. From Casey's, we turned south traveling back through Excelsior Springs and on to Liberty where we arrived at Boozer's Bar and Grill for brunch at 10:00. It was a leisurely drive with actual driving time of about an hour and twenty minutes covering 51 miles. The few red maples we saw were spectacular, but we were probably a week late for some of the foliage. Service was a little slow at Boozer's but the food was good and there was plenty camaraderie and everyone had a good time.



LAKE GARNETT GRAND PRIX... Revival of a Famous Ghost Track 2021

By Larry Taylor

Lake Garnett Grand Prix was a thriving racecourse back in the 50s, 60s and 70s that brought in such drivers as Carroll Shelby, Ken Miles, Jack Hinkle, Don Yenke, Harry Heurer, and Dick Thompson just to name a few. Over 70,000 people drove in from all over to attend the event. Our members can drive that same track each fall by simply signing up.

On Sunday, October 10th, approximately 50 members of the Triumph and MG Car Clubs attended the Lake Garnett Annual Track day and Picnic. The weather was windy but otherwise a perfect fall day. The track-side viewing area, club tent and picnic were perfectly located to see the starting line to the right and Corkscrew turns to the left. Larry Taylor and new MG club member Tim Karman served brats, hotdogs, chili, chips and assorted desserts were provided by members. One of the highlights of the day was the family of the late John Styres taking a lap on the track using John's Morgan and Mini. Matt Jenkinson from the Triumph Club drove in two events, once taking his daughter Clare and again with his son Ethan. Matt won a 2nd Place trophy for the Revival Showcase. Russ Stifers drove his 1949 MG TC. Triumph Club members attending lunch included Bob Aguilar, Charlie and Melanie Hoch, Kenny and Marie Wymore, Larry Taylor, Matt Jenkinson and family, Patrick Murphy and son, Paul and Margaret McBride, Russ Stifers and Pam Gardner, Steve Olson, and Doug Eble.



Lake Garnett Con't



Matt Jenkinson won a 2nd Place trophy at this years Revival Showcase.



Looking fast in the parking lot



Birds-eye view of the paddock



Club tent at trackside

TIME FOR A RESTORE...

TR3 Small Mouth

By Ed Curry

My TR3 restoration began 18 months ago and was a great source of amusement during the pandemic. Months went by as I disassembled every component that could be taken apart. While keeping track of hundreds of parts is normally challenging, it became more so as parts and pieces had to move locations. The project began in rented space at Carriage Houses in DeSoto, KS. Although this was great workspace, it was 40 minutes from my condo which limited available work time. Much closer space was found in the Waldo section of KC where one small LBC multiplied into body tub, frame, drive train, body panels and piles of boxes filled with everything else. Add to that; shop crane, engine stand and related instruments of destruction and I was soon climbing over too many things in too small of a space. Frame and suspension did come back together nicely but I needed more room. Your Classic Ride to the rescue! Fortunately, a spot opened at YCR, located in midtown KC. I had to divide and conquer. With the frame and suspension ready to roll, I dumped the seized engine back in for its ride downtown to the new location. All mechanical work would proceed at YCR leaving the Waldo garage as my “body shop”. After a precarious flat-tow using my son’s Fiat 500 the division of labor was complete.

On past restorations I would set a deadline, usually tied to club events, that would keep things moving at a reasonable pace. Not this time! Whether it’s post-pandemic malaise or old age, this rebuild is moving at a glacial pace. However, I have never given up on any past project and I’m determined to see this car through to drivable condition. Note, I said drivable, not concours condition.

Here’s a recap of the progress.

BODY TUB: New inner sills, floor pans and rocker panels are now complete on both sides. A combination of MIG welds, spot welds, rivets and bolts were used. Door gap spacing was a challenge. One

side was done at a time to keep some semblance of rigidity. The tub, attached to a wooden frame, was flipped from side to side to access top and bottom of the inner sills. Bottom side and wheel wells were sprayed matt black. All upper side surfaces were painted primer gray.



DIY wood frame to flip tub side to side



Old and new inner sills



Spot welding worked best on rocker panels

Time for a Rebuild Con't.



Tub complete with sills, floor pans and rocker panels



Engine before—Not a pretty sight

FRAME: As previously reported, the frame, mounted on a DIY rotisserie, was totally stripped and sanded. A professional welder replaced a few parts, and it was then coated in POR 15. All suspension components were restored, calipers rebuilt by Apple Hydraulics and new brake lines fitted.



Frame on DIY rotisserie



Not many moving parts in the block

ENGINE: Two pistons had seized and were removed with a 20-ton press. With the wet liners out, it's an easy process to clean out 60 years of rust and gunk from the water jacket. The liners were in surprisingly good shape, so rings and bearing were all that was needed. Distributor had seized to its base and would have made it impossible to set timing, so much time was spent coaxing it out.

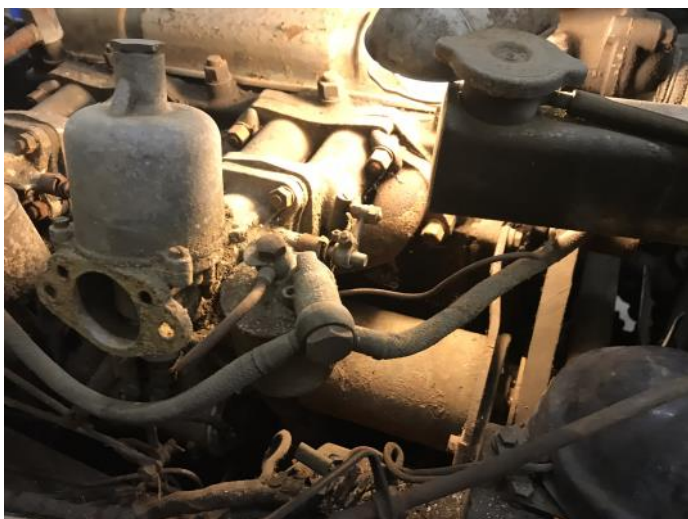


Reassembling the short block

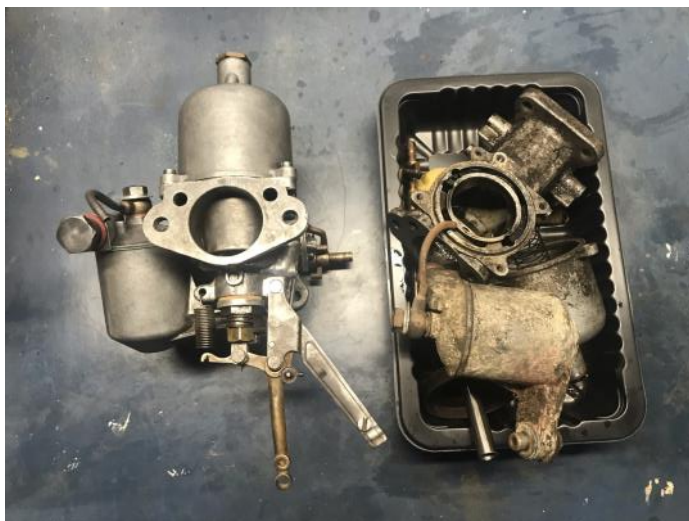
Time for a Rebuild Con't.

CYLINDER HEAD: Brought to Noland's on May 3. It was finally finished November 12. Needed all new valves and guides. Tom Noland can't get those items, so we had to wait for things to ship from Moss. Tom thought the springs may be a bit soft, so he suggested putting washers under them as spacers. Anyone heard of that trick?

CARBURETORS: At first appearance they looked un-salvageable. Everything was encrusted with not one movable component. Great care had to be taken in disassembly as many replacement parts are not available or astronomical in cost. Forty-five parts (on each) were individually cleaned by wire wheel. A Dermal tool was used to clean tight spots and crevasses. They were done one at a time using the other as a reassemble guide. I never purchase the full rebuild kits as I believe they are grossly overpriced.



Petrified carburetors before



One rebuilt, one to go

All the truly needed seals and gaskets are available individually at a much lower cost.

BODY PANELS: will be my winter project with lots of primer and hand sanding. While most panels are in reasonable shape with no rust-through, two of the wings will need to have Bondo and dents removed. Refitting the rear wings to the body will be a challenge as the piping seam had been filled with Bondo.

I can see my way through all that I have described except for final body paint. This car will be restored to driver quality at best and I do not want to overspend on paint. If I can't find a reasonable option, I may just leave it in primer. Those with a sharp eye may have noticed Rye Livingston's TR3 (organizer of the international 'Drive Your Triumph Day') on the cover of VTR Magazine's April/May issue. It's painted rattle-can flat black! If that's good enough to get on the cover of a national magazine, then it's good enough for me!

The restoration will forge ahead and because it's a vintage British car, I follow the advice of Winston Churchill...Perfection is the enemy of progress!



*Murphy's Law Corollary:
After your hands
become coated with grease,
your nose will begin to itch.
--Law of Mechanical Repair*

BUT WAIT! THERE'S MORE... A TR4

by Keith Jordan

Newly arrived in Riverside, California, I bought my first car, a Wedgwood Blue 1966 Spitfire Mark 2, from a female co-worker. She had bought the car new six years earlier, so it was stock and original. The car was my daily driver, and something fun to drive in Southern California, whether to the nearby mountains for skiing, or to the beach for more fun in the sun.

Not appreciating the originality of the car, I had it repainted a Burgundy color (after being rear-ended at a stop light) and swapped out the seats for tan high-back versions (from a junk yard Spitfire). I sold the car three years later when I moved to San Francisco, not needed for transportation there. I wish I still had that car!

Not too long after moving to Connecticut and getting married, I was able to convince Deborah we needed a second, fun car. Our regular car was a new Volvo, which was great in New England winters. What better for a second car than a 1962 TR3B? Sure, it had some rust in the floor pans and rockers, but don't all New England-based TRs? That was easily remedied with plywood to cover up the gaping holes in the floor pans. Problem solved!

After our four year stint in New England, we moved to the Washington, DC area, the result of a promotion for me. By that time, I had decided I wanted to frame-up restore the TR, but after taking it apart, I realized I was in over my head. So, I sold the car for parts and followed other passions and other hobbies.

Fast forward 34 years and another move to the Kansas City area, I got the bug for another little British car for fun in my pending retirement, in particular, another TR3. This time, I followed good advice and bought the best car I could afford, which turned out to be a 1957 TR3 (small-mouth), interestingly, in Connecticut! I had visited Macy's Garage in the Dayton, Ohio area, and they in turn led me to the TR3 for sale. Another interesting side note is the seller had worked for American Airlines, as did I when I owned my previous TR3B.

In the four years I've owned the TR3, I had Macy's completely rebuild the drivetrain: engine, gearbox, OD and rear-end, along with the suspension. I had Mark Canaday repair and repaint the bodywork and I replaced the tired interior with a new one from John Skinner in the UK. Over 138 items have been rebuilt or replaced since I purchased the car. It's a

joy to drive and do so in good weather, warm or cold!

One car I've wanted to own is a TR4. I like the looks and simplicity of the car, being basically a TR3 with a more-modern body. Plus, it has roll-up windows (side curtains can be a pain). I did wonder about owning a TR4 vs the TR3 and corresponded with a long-time owner of both in Arizona, who had just sold his TR3. He came down on the side of the TR4, but suggested I keep both (for a year!) to make a better comparison. I kept my eye open for a TR4, not really looking, but if something fell in my lap, well...

That something happened when, on the Macy's Garage website in 2020, I saw a TR4 project that had been "abandoned" by an owner that was in the middle of being restored. The car, an early 1962 car, was being offered for very little money, but with the caveat that whoever purchased it would commit to having Macy's complete the frame-off restoration. In addition, the purchaser would receive a credit towards future work as part of the price. The previous owner had already spent a large amount on body work before abandoning the project, which in turn represented a significant savings to the new owner. After discussing the project with Mark Macy, I decided to purchase it.



The car came to the Garage in the fall, 2019, and had all the body work done (stripping, metal work and initial priming), and wouldn't be worked on further until summer, 2021. That was OK by me as it gave me time to adjust finances in order to pay for it, as well as allowing me to continue driving and enjoying my current TR3. I plan to sell the TR3, as I don't want, nor have the room for, two sports cars!

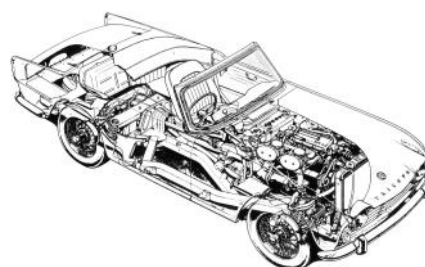
TR4 Resto Con't.

The car, or rather the body shell, has had the sheet metal body work done and a coat of primer. That was all completed last summer, and the car was put in storage when I purchased the project. In the meantime, they rebuilt the engine and gearbox and put the car back on the active schedule this past August. Currently, they are hand sanding and smoothing the body work and any Bondo that's applied. The Bondo is used more as a smoothing agent than a filler. Next will be more sanding, then the color coat and more sanding. I'm not sure of all the steps (primer, sanding, painting, sanding, etc.) but the final coats will be by the end of the year. The plan is to have the car finished in the dark British Racing Green, with a red interior. Both colors are correct for 1962 TR4s, mine was originally delivered in white with a red interior. The BRG/red combination is a good one.

While the body shell is finally painted, they will strip and paint the chassis (plus associated parts), then rebuild the suspension, steering, differential and finish the chassis. The engine and gearbox (after testing) are then added. Once that is done, the body shell will be mated to the chassis. There are lots more steps after that, but it's mostly "assembly." Additional items (or options, if you will) include overdrive, wire wheels, and a white top and tonneau. They expect that it will be another 9 to 12 months, which is OK by me as it helps to stretch out the semi-monthly invoices!

I went to "visit" my car in October, as I was visiting Indianapolis, too. It was fun to see the work being done, not only on my cars, but others that were in the shop. Macy's Garage had about 9-10 cars in final stages of restoration and about the same number in the body shop! One forgets that it's not just your car they're working on.

I'll provide a newsletter update when it's ready (perhaps some in-progress) and many of you will get to see the finished car at a club outing.



HOLIDAY DINNER GALA

By Warren Wood

After a one-year hiatus last year due to the Covid pandemic, the Club's annual Holiday Dinner resumed in full glory this year on November 18. As in 2019, several fine choices of holiday meals were served up by the Shawnee Hereford House restaurant, and our Club almost filled one of the eatery's banquet rooms. Thirty-one members and guests attended.

The creative mind of Craig Simon provided the evening's entertainment with a "Name That Song" type of contest in which we were challenged to remember real song titles from the distant past using faux song titles with an automotive theme as hints. Extra bragging rights were awarded for recalling the name of each song's original performer. Kenny Wymore displayed his superior music knowledge by far exceeding everyone else's number of correct answers.

Thanks to Steve Vehlewald for arranging this year's great holiday event, and to Kim Simon for the photos



WEDGE WORDS

By Steve Olson

This story is mostly about friends. Having friends is important in all parts of your life but can be especially important when driving cars that are more than 40 years old. On a recent club weekend drive my TR8 suddenly overheated. Not just hot but super hot enough that it quit running when I let it come to idle. The temp gauge was pegged beyond the H mark. I alerted my friends via the CB radio and they stopped along side the road with me. At the time I was still about 140 miles from home. I suspected a hose had failed but we saw the only coolant escaping from the overflow tube. After things cooled down some my friends came up with about a gallon of water and coolant. We poured that in, started the car, and carefully drove on. The temp quickly began to rise again and in less than 10 miles had pegged so I stopped. We were in rural areas and this being Sunday businesses in the small towns nearby were closed. This time I had at least made it to a farm and home store and bought a couple gallons of coolant. We still had no clue what was causing the problem. Again we made it less than 10 miles before total overheat. We repeated this process a few times getting jugs of water from gas stations. In an attempt to get at the root of the problem we replaced the thermostat with one a friend had along. That made no change at all. With the hose removed from the thermostat housing we poured water into the hose and it did flow back out through the thermostat. This proved the radiator was not plugged and that we should not be having this problem. I even started the engine and saw water begin to flow out through the thermostat. Of course we had been checking the oil and there was no water in it so a cracked head or blown head gasket seemed unlikely. We were stumped.

After a couple more 10 mile tries I called a friend 100 miles away and asked him if he could come get me with his trailer. And he said he would hook up, start

our way, and call as he got closer. We limped on another 10 miles a couple times after sending our friends on their way. We were now at least in a large town where we might find food and, if needed, shelter. Severe thunderstorms and possible tornadoes were expected soon. Just as the friends with the trailer arrived it began to rain heavily and there was some small hail. It only lasted a few minutes and once it quit we loaded the car on the trailer and started home.

Once home I knew I couldn't sleep till I got to the root of the problem. Our latest theory was that the

impeller on the water pump was not spinning although the pulley was turning. Sure enough once I finally got the pump off the car I could see the impeller was loose on the shaft. When we had tested at cranking speed it had turned enough to move a bit of water and fooled us. Not that knowing the true cause would have helped us on the road. You don't just walk into the average parts store and expect them

to have a water pump for an old Rover motor in stock. I ordered one from the UK and will have to wait a week for it to arrive.

Were it not for good friends this story would not have had a happy ending. Had I been traveling alone somewhere with no cell service could I have eventually solved this and continued on? Well yes in theory I might have found enough tools to get the pump off the engine. And in theory I might have mashed the impeller enough with a hammer to deform the hole in it and then pounded it back onto the shaft. And that might have even worked provided I didn't ruin the gasket and provided I found some water. Without friends I would have attempted that because there would have been no other choice. But having friends made things far better. Make new friends when you can and hold your old friends close.



MEMBER UPDATES

Greg Schoenhals: Showed his TR3A at the VTR National Convention in Edmond, OK and won 3rd place in the Modified Prepared category with 395.5 points (out of 400). This is quite an accomplishment given the high level of competition at the national level. ***Congratulations Greg!***



Patrick Murphy: The interior of my 1972 TR6 was featured in a Garmin ad. Picture was taken last summer at Smithville Lake, not on the Pacific Coast Highway, CA. I knew it could be used for Garmin ad but had no details as to when or where. Just discovered this while looking for new Garmin navigation device.



Steve & Carol Olson and Larry Taylor: Attended the "The Show Must Go On", a tribute to Jim Danielson car show in Lincoln Nebraska on Sunday, October 3rd along with some MG Club members. There was no registration fee or awards, but a free luncheon was provided for all participants.



The late Jim Danielson with one of his MGs

KC TRIUMPHS WINS WEBSITE AWARD



Our club's website has been recognized by VTR for a national award. **Kenny Wymore**, Webmaster and Publicist has done an outstanding job of upgrading our site to the point of receiving this much deserved award. VTR lists several criteria for the award. Our website is contemporary, and uses modern technology. It has the ability for new and renewing members to join and pay on line, has a calendar of current events and displays the VTR logo along with a link to the VTR.org website. *Congratulations Kenny!*



GRILLE BADGE ON A TR8?

By Steve Olson

The new club grille badges look great and I am happy to show the world that I am a member of this great club. So I plunked down my money and bought a badge. But there is a problem. A TR8 does not have a grill to put a grille badge on. The air for cooling the engine is scooped into an opening beneath the bumper and that means I have no place to mount a grille badge. Time to get creative.

There was no way I was going to drill holes in the body panels to screw a badge onto the car. And nowhere on the front of the car seemed like a good place for a badge. So I turned to the back end. There still wasn't a place that seemed appropriate. Eventually I went with making a mounting spot beside the license plate. I bought a sheet of aluminum at the local hardware store and drew my design on it. Then I used my tin snips to rough out the shape and filed the edges smooth. I then used rattle cans to apply quick coat of primer and then a coat of hammer tone black paint. I drilled mounting holes in the aluminum and screwed the badge to it and in turn bolted it behind the license. I don't think it looks half bad and it can easily be removed leaving no trace.



DRIVE YOUR TRIUMPH DAY

February 10th

Thursday, February 10th is National Drive Your Triumph Day in recognition of the birthday of Sir John Black who bought Standard/Triumph after WWII and built many of the Triumphs that we enjoy today. To celebrate his birthday, Triumph owners worldwide will be driving their Triumphs and submitting photos of their cars taken on that day to be submitted to Vintage Triumph Register magazine and posted online.



Join us in your Triumph at Black Hoof Park, 9053 Monticello Road, Lenexa 66219, February 10th at 11:00 AM for group and individual photos.

WELCOME NEW MEMBERS!

Chuck Zuvers

TR 6 1973

Rick & Sondra

Brasfield

TR 6 1974

Pimento Red

VTR NATIONAL CONVENTION 2022
HOSTED BY ILLINOIS SPORTS OWNERS ASSOCIATION

SAVE THE DATE

VTR

ROADSTERS RUN THE RIDGES

2022

GALENA, ILLINOIS

SAVE THE DATE

AUGUST 29 - SEPTEMBER 1, 2022
Visit VTR2022.ORG for details and registration

SETUP AN EVITE ACCOUNT!

The Club uses Evite to notify members of upcoming events and to provide the host with the feedback to properly plan the event based on the number of people attending. You can set up an Evite account by going to <https://www.evite.com/register?next> entering your email address, a password, and your name, gender and ZIP code. You can then check the status of the events you have been invited to or change your RSVP at any time by logging into your account. Phone apps are also available from your app store.

REGALIA STORE



SHIRTS			
Size	L	XL	2XL
T-Shirt - Short Sleeve	\$7.50	\$7.50	\$9.75
T-Shirt - Long Sleeve	\$12.00	\$12.00	\$14.00
Polo (front logo only)	\$12.75	\$12.75	\$13.75
HATS			
	Free!		
VISORS			
	Free!		
LICENCE PLATE FRAMES			
	Free!		



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.

<p>TR TIMES Published six times per year by Kansas City Triumphs Sport Car Club Editor, Ed Curry 4900 Central St. Apt 202 Kansas City, MO 64112 ecurry@att.net</p>	<p>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.</p>
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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
- Clothing, regalia and exclusive items

\$35 annual membership. Sign up at vtr.org



Find us on:
facebook®

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

Name _____

Address _____

Phone _____

Quantity _____ X \$28 = \$ _____

Optional Postage @ \$10= \$ _____

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 may not be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of October 19, 2021: Keith Jordan reported on his updating of the membership directory. -
 - The Board discussed planning for the Club's Annual Meeting to occur in conjunction with the December 2 Club Night Out at Pegah's Restaurant. Officer Elections are set for the positions of Newsletter Editor, Historian and Secretary for which election notices have been issued. -- The Board decided to reinstate the collection of annual dues for 2022. (Dues had been suspended during the Covid pandemic.) Dues amounts will be \$20 (regular) or \$30 (if the member wishes delivery of printed bi-monthly newsletters). The Board also decided to offer to newly-joining members a one-year paid membership to Triumph's national organization, The Vintage Triumph Register. -- The Board set the Annual Planning Meeting for January 15 at Zarda's Bar-B-Q in Lenexa.

Board Meeting of November 16, 2021: Keith Jordan reported on early status of membership renewals and dues collections for 2022. -- Larry Taylor distributed a "New Member Checklist" to help ensure that all necessary actions have been taken when a new member joins the Club. He also reported that all but two of the grille badges ordered have been delivered, and seven additional badges are available for sale. -- Kim Simon reported on event ideas to present at the Annual Planning meeting. Ed Curry will circulate other clubs' newsletters to the Board to provide additional ideas for club events.

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 (\$30 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#

CLASSIFIED ADS

1977 MGB

Inventory:

- Spare trunk with luggage rack
- New Chrome flashing from Victoria British
- Spoiler
- Speedometer cable
- Tonneau cover

Known repair needs / recent repairs:

- Speedometer needs the cable replaced (Part included)
- The dashboard electrical was recently replaced.
- Gap in the trunk seam needs to be reseated and adjusted
- The convertible top is less than a year old and needs the first re-stretch after install.
- Tires need to be repaired or replaced.

Asking \$7,500. Approximate mileage 69,500. Contact Tom at tom@onitechnology.com or (913) 938-6669



TR2 (2) distributors & caps \$10.00 for all
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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



Early Spitfire convertible top and frame. \$100.

Contact Kenny at Kwymore77@gmail.com



TR6 vintage leather top boot. \$100.00
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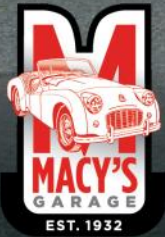
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