



TR TIMES

Kansas City Triumphs Sports Car Club

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DIRECTOR'S DRIPPINGS NEW YEAR ALREADY

By Steve Peak, Director

I hope everyone had a great Holiday and a Happy New Year!

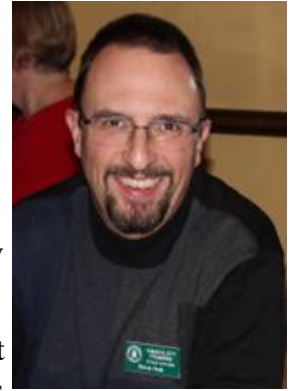
We had our annual Holiday Dinner on November 18th at the Hereford House in Shawnee. It was a bit earlier this last year but it was a nice evening and the weather was great. Craig Simon provided a fun "name your tunes", that showed that Kenny Wymore is not to be reckoned with when it comes to music. Thank you Steve Vehlewald for organizing the event and we missed having you that night.

We had our annual meeting on December 2nd at Pegah's and voted Ed Curry for Newsletter Editor, Paul McBride for Historian, and Warren Wood for Secretary. Thanks all for your continued support.

We had the Club's yearly planning meeting after having to reschedule due to Mother Nature at Zarda. It was good to be in person to layout activities for the coming year. Kim and Craig Simon did a great job coordinating this and getting ideas of things we can do. We will continue working on ideas so we can begin seeing each other again and getting the cars out as weather permits.

Remember our first real outing of the year on February 10th to celebrate Sir John Black and Drive Your Triumph Day.

Welcome all to 2022.



Cover

Michael and Diane
Wilds TR3 lights
up the Holidays!



DRIVE YOUR TRIUMPH DAY—February 10th

By Ed Curry

Celebrate international 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.

In honor of his birthday, Triumph owners will be driving their Triumphs and submitting photos of their cars to the organizer to be posted on-line. Last year, over 500 photos were submitted from around the world. Photos must be taken that day.

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. The club will then submit all photos. After photos, we will drive back roads straight west for approximately 30 minutes to have lunch at **Barbwire Barbecue in Eudora, KS**

If inclement weather or road conditions limit driving, alternate plans will be announced.



ALL NEW, ALL BRIT SHOW!

By Ed Curry

Once again, change is in the wind for a long-standing annual event. A cornerstone for our club, and probably every British car marque club in the country is the All British Car and Cycle Show. Ours has been held on Labor Day weekend for the twelve years I have been in the club although the location has changed many times. We have had the event at the Airport Marriott field and Marriott lake-side grove. Both featured a cycle aerobatics team for entertainment. A separate Heartland show was held in June at Santa Fe Park in Overland Park and last at Riverside Park in Parkview before it was combined to form the Heartland All British Car and Cycle Show. The combined show was held for a few years each at the Dillards Zona Rosa parking garage, Aristocrat Motors back lot and most recently the Merriam Farmers Market.

A new chapter now begins when our show combines with Jaguar to form the Heartland All British Car and Cycle show featuring The Jaguar Concours d'Elegance for a June 11th event at Crown Center in Midtown KC. Grand Boulevard will be closed through the center to allow a sizable display area.

The change addresses many problems with the Merriam site and timing. Participation seemed to be limited by the desire to travel out of town on the last holiday weekend of the summer. The only spectators were friends and family and parking for them was extremely limited. Dining was provided by one food truck with a long line. The new venue and timing would appear to solve these issues with several restaurants, entertainment, huge parking garage and most importantly, lots of spectators!

See the announcement on the next page and watch for the registration.



On December 11th the Triumph Club's Chili Cook Off was held at the home of Larry Taylor. Attending were Chip Kigar & Pam Fesler, Dave & Robin Mackintosh, Gary & Deb Davis, Jeff Givens, Jeffrey O'Brien, Keith & Deborah Jordan, Larry Taylor, Mark & Judy Gillissen, Mark Meyer & Tammy Lane, Paul & Margaret McBride, Rick & Sondra Brasfield, and Steve & Carol Olson. The evening started with a happy hour with drinks and appetizers followed by guests sampling each of the five chili entries and voting for their favorite. Guests then helped themselves to all the chili they could eat. When the votes were tabulated, Gary and Deb Davis won for Best Chili and were given the "Greatest Chili Award" certificate of achievement. Dessert and much camaraderie closed out the evening.



HEARTLAND ALL BRITISH CAR SHOW

WITH THE HEART OF AMERICA JAGUAR CONCOURS D'ELEGANCE

By Mark Short, Event Chairman

The HEARTLAND ALL BRITISH CAR AND CYCLE SHOW Committee is thrilled to announce that, in conjunction with the Heart of America Jaguar Club, the All British Car and Cycle Show will be held on the Square at Crown Center on June 11, 2022. The combined effort will bring new interest, excitement, and challenges to the event.

The usual registration for the All British Car Show is approximately 100 cars, and, with the 2021 attendance at the Jaguar Celebration of British Cars, taking into consideration the number of cars entering both events in the past, we are looking at a projected 125 to 150 British motorcars registering. We presented the idea to Crown Center, bringing up the fact that this event would draw a considerably larger attendance, and asking them if they might have any ideas on how we could accommodate all the guests. Their response was immediate, "Close Grand Boulevard!" They agreed it was a Grand idea (sorry!) to bring together the largest British Car Celebration in the Kansas City area, with the Jaguar Concours D'Ele-

gance on the Pavilion. Obviously, this will require a new level of planning and city permits. We welcome any club members who would like to assist in making this the most entertaining show in the Triumph Club's history.

We are looking forward, with The Kansas City Triumphs, to developing an exciting celebration of British Motorcar History, Recognition, and Appreciation. We are all familiar with the park like setting of the Square, featuring lush trees, French sidewalk tables with umbrellas and chairs, and a plethora of visitors strolling through the event. We will welcome all marques of the British Motorcar Industry, creating the perfect venue for the display of the most beloved motor cars from the British Empire.

The date of the event will be June 11, 2022. Registrations will be available soon, so now's the time to mark the event on your calendar, order your event regalia, and start the preparation of your pride and joy.



MEMBER UPDATES

Michael Robins: On Sunday 12/12/2021 Michael was assaulted while doing what he loves best, running. During his usual early morning run in St Joseph, a car followed him and then an individual assaulted him for no apparent reason. He was found unconscious and had to have a hip replacement. He is going to be off work for quite some time, require extensive rehabilitation and incur sizable out-of-pocket medical costs. A Go-Fund Me was created for him with a goal of \$5,000. As of this writing the goal has been surpassed and stands at \$5,057! \$1,325 (26%) was donated by our club members! *Michael, Get well soon and get back in your Triumph!*



Kenny Wymore reports that his TR4 when to Mark Canaday's body shop on Saturday 1/29 for a long awaited restoration. Thanks for the help Larry Taylor!



CLUB ANNUAL MEETING

By Warren Wood

The Kansas City Triumphs Sports Car Club held its Annual Meeting on Thursday, December 2, at Pega-h's Family Restaurant in Lenexa. This occurred in conjunction with the Club's regular monthly Club Night Out meeting.

The main business action taken at the meeting was the election of three officers, each for two-year terms. Officers elected, and continuing in their current positions, were: Newsletter Editor, Ed Curry; Historian, Paul McBride; and Secretary, Warren Wood.

The remaining Club officers – Director, Assistant Director, Treasurer, Activities Co-Coordinator, Webmaster/Publicist, and Past Director – were elected in December 2020. They are in the middle of two-year terms.

CLUB CAR CENSUS

Ever wonder about the types of Triumphs owned within our club? An update is now available thanks to Larry Taylor, Assistant Director who is managing membership renewals. Part of the renewal process was to asked for type of Triumph, including project cars. Not surprisingly, TR 6's and Spitfires makeup close to half of the cars. Here's the full results.

TR3	4
TR3A	18
TR3B	1
TR4	10
TR4A	4
TR5	1
TR250	1
TR6	26
TR7	1
TR8	1
GT6	6
Spitfire	21
Herald	2
Stag	2

Proper Tools Help Car Projects

By Roger Elliott

While reassembling my GT6 I have found a few tools that I wish I had to start with.

Get a Helping Hand

Many of the Triumphs have a silver plastic trim strip that is inserted into the windshield sealing gasket. I think it actually serves to help hold the gasket in place, but I have not been able to find anything definitive on that. I do know that on Pat's TR250 the seal did not lay down properly until we installed the trim.

I got the gasket and the windshield in fairly easily. During the couple of months after getting the windshield in, I tried to install the trim. I started at the bottom center and went toward the driver's side. The

trim started going in easily until I got to the corner. Then all progress stopped. I tried various things: made a roller tool to help push the trim in, tried wedging something in the groove to spread it out and letting it sit for a couple of days. But nothing got me past that corner.

I read several different posts, and most of the people seemed to not have a problem just going around and pushing it in. That process worked fine with the trim on the GT6 hatch window. But my thumb was not surviving the attempts on the windshield trim.

So, I found and bought a Gunson Trim Installer Tool. I used a bit of fuel hose wedged between the tool and the trim to apply pressure. I had the trim in within 20 minutes of starting in on it. I did mess up the edge of the trim in a couple of places, so I will probably give it another try later.



Inserting Trim

Find the Invisible

The next tool I found handy is the Hole Finder tool for panel trim. When you have panels that are screwed in place as some Triumph and MG panels are, it is very hard to determine where the hole needs to be placed in the new panel. This hole finder tool is used to help locate the hole that is behind the trim so you know where to make the hole for screws.

I purchased the hole finder tool at www.britishcarservicetools.com. You can get it with different Triumph, MG and Jaguar logos on the tool, or even have it personalized with your name. That logo doesn't make the tool work, of course, but it may help you remember what the tool is for a few years down the road.



See What You're Doing

The last tool I am going to recommend is not directly related just to car work. After years of struggling with drop lights – trying to get the light where I need it without burning myself, I have started using a headlamp for most jobs on the cars and many other tasks. It frees up the hands from holding a flashlight and usually gets the light into the right area. The lights on both of my lamps can swivel up and down to help get the light where you need it. But sometimes you really need to have the light even with or below the eyes to get into narrow areas. The headlamps don't allow you to do that without taking them off.

I have two different Milwaukee lamps, both rechargeable with a USB connection. One has the battery in the front with the lamp, the other has the lamp in the front and the battery in the back. I like the rechargeable ones, as I don't have to worry about replacing batteries.

The one with the battery in the front is better when I'm lying on my back under the car or in the foot well. The one with the battery in the back is more weight-balanced and a bit more comfortable to wear, so it is what I use most of the time.

I end up wearing one almost all of the time that I'm working on cars now. I don't always need it, but it's handy to have it on when I do – the light is right there.



Better weight distribution.



More comfort if you're working on your back.

WEDGE WORDS

By Steve Olson

We all are aware how the once great British car making industry crashed in the early 1980s. With the clarity of 20/20 hindsight we can see that their lack of investment in research and development and more efficient manufacturing processes back in the 1960s led to their downfall. We have all heard the story over and over how poor management decisions were the problem and there is a lot of truth in that. But of course, with closer examination we see there were also other factors. The world economy changed, making British cars more expensive than those produced locally in America which was always their primary marketplace. Right after WW II the British government had subsidized the auto industry allowing it to be more price competitive than it otherwise would have been. Over time the government began reducing that subsidy and eventually took over operational control hoping to find easy ways to reduce production costs. So government folks who knew little about building cars were running the show and governments are not known to have a history of cost efficiency or wise and timely decision making.

fix the problem. Micromanagement of accounting saves pennies on production costs but to gather, store, massage, and summarize all that data costs dollars. Government identified more with the bean counters than car guys so former Triumph men got the top spots in upper management. And since lack of money was one of the biggest problems, that was probably a logical decision. It was obvious to everyone including the buying public that both the TR6 and the MGB were obsolete designs despite how much people loved them.



Added to that was the unhappy, unholy marriage of once independent competing auto makers into a single company. MG had been mostly controlled by enthusiasts while Triumph had been more under the control of accountants. Neither style of management is ideal. Loose accounting means resources can be wasted, and no one will find out until it is too late to

And it was also obvious to management that the market was too small to support more than one moderately priced British sports car. The MG folks could get no funding for their radical new design. Triumph snagged a bit more money and came up with the hastily designed TR7 which was totally different than any previous TR. Management chose the TR7 and envisioned a single sports car with TR or MG badges much like the Austin Healey Sprite and MG Midget. MG lovers were not pleased. The new design was done without consulting MG designers. But a single basic design to be used by both makes really was a wise idea at least in concept.

Wedge Words Cont.



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The devil of course is in the details. The bean counters insisted the TR7 be built on the cheap using many existing components that were just barely up to the job but were cheap and available. The rear end, the brakes and the transmission for instance were the same as those used in the MG Midget and were not well suited to the larger and more powerful car. They also chose to eventually close the MG assembly plant that had never had a strike and build the new car where labor would be cheap. Then they rushed the design into production with little time or money for testing and fine tuning. The design was not bad but the execution, as they should well have expected, was less than stellar. The first TR7s had major quality control issues and when they were loaned to the motoring press corps those flaws were readily pointed out. Most issues would be addressed quickly but once a car gets a reputation as a lemon it is nearly impossible to change that first impression.

And of course, there were soon major lengthy strikes delaying production. Paying customers sat waiting months for delivery. Dealers lacked cars to fill the showrooms and struggled to stay afloat. So, their parts and service departments shrank. MGB's were still in production but whatever funds that should have gone for upgrades went instead to trying to keep up with ever tightening emission rules. So those cars became heavier, less powerful, handled worse, were less reliable, and cost more. That is not a recipe for success. They sold well mainly because they were the only drop top still being made in their class.

Perhaps as a last gasp the TR8 and TR7 convertibles finally went into production. The wedge design had always been planned for the Rover V8 as well as the Triumph built 4 that was also powering Triumph and SAAB sedans quite successfully.



But work stoppages and assembly plant relocations again caused lengthy delivery delays. Buyers could see the end was near and were concerned about future service and warranty work. The TR8 was just too little, too late to save the day. Less than 3000 of them were built and some of those sat on dealer lots for months waiting for buyers who eventually bought them at steep discounts. A very sad ending for the once great British sports car makers. There was plenty of blame to pass around. MG lovers said it was all the fault of Triumph. Triumph said it was just bad luck. Everyone blamed the British government for not injecting a bit more cash. British taxpayers blamed the government for not closing things down sooner. Whatever might have been would never be.

You can view another version of this sad story on <https://www.youtube.com/watch?v=ncIxYzqld2Q>

PARTS AND SEALS

By Roger Elliott

Seal Problems

While working on my GT6 project I ran into the frustration of not having parts that were either the wrong part or were not in good shape. Some of these parts I ordered a few years back and just assumed that they were correct but were not. One was the correct part, but was damaged even though the packaging looked fine.

Other parts such as door seals are hard to find that fit correctly.

Hatch Seal

I purchased a hatch seal for my GT6 from one of the big vendors. It looked good and seemed to fit. But, I worked on getting the hatch to close correctly for several hours over the course of a few months. The hatch closed fine without the seal in place, but with the seal in place the hatch just would not quite close, no matter how hard I pushed. I saw a couple of posts online where the poster had cut away part of the base around the latch. I did not want to do that.

I purchased a new seal from MacGregor's British Car Parts in Canada (<http://macgregorukcarparts.com/>), installed it, and within 10 minutes had everything adjusted so it closed without a problem. I think the big difference is that the MacGregor seal has a slightly shorter base, so it doesn't hold the hatch too far away from the body and the latch.

Door Seals

Maybe it's not the door alignment after all?

MacGregor's also carries door seals with a flap instead of a bulb, which appears to be the way most of the seals were made originally. So, I got a set of their door seals for Pat's TR250. We've had at least three different sets of seals on the doors that just never seemed to allow the door to close correctly. The new seals do the trick.

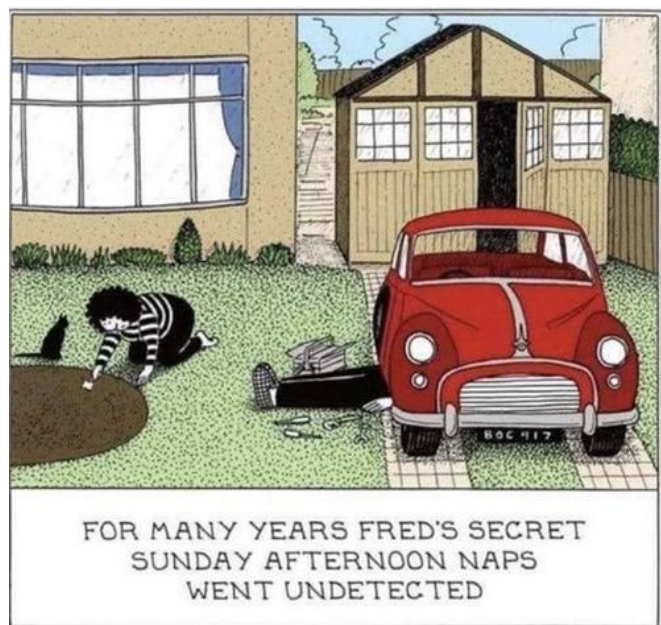
MacGregor's is a bit old fashioned; you have to call them to place an order, and their web site is not updated with current prices. When I placed my order, he was short on several items due to shipping and supply problems, but that's pretty common today.



Old door seal on left, MacGregor's seal on right



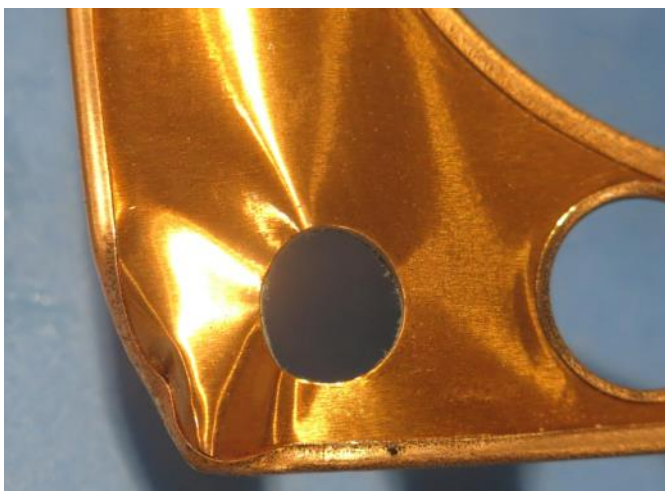
First hatch seal on left. MacGregor's seal on right



Parts & Seals Cont.

Check Your Parts

I have my GT6 engine ready to install the cylinder head and do the cam timing (a job I never look forward to). Well, I got out the top end gasket set for the GT6 that I have and sliced the plastic over-wrap so I could pull out the head gasket. The head gasket was bent on one corner with a couple of creases in it. I have had the set for some time and thought everything was okay as the corrugated paper backing was in fine shape. I thought about trying to straighten the gasket as it is copper, but I just didn't want to take a chance that I would mess up the gasket and be haunted by the results later. So, I hunted down a new gasket – they are not easy to find for the Mark 1. Some places had them in a full gasket set, but they were rather pricey, but I finally found just the head gasket from Rimmer Brothers.



Bend in head gasket

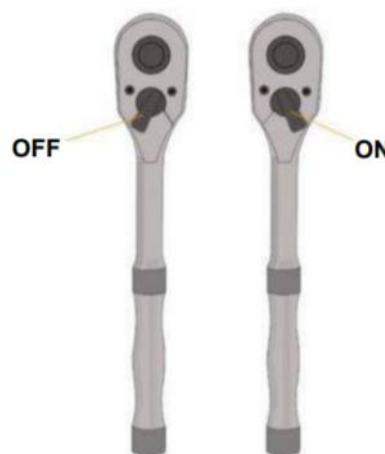
While I was waiting on the head gasket, I thought I would tackle the timing chain. I got out the dual timing gears and chains that I am installing on the GT6. The dual chains were standard on the TR6 but not the GT6. They are a direct swap and I decided to go with them. The timing chain seemed a bit short, so I compared it to the original. Yes, it was way too short. I found out it was a 52 link chain versus a 62 link chain that the GT6, Spitfire and TR6 use. Turns out the chain I have is for a MG Midget 1275 engine (if anyone needs a Midget chain let me know, I have one for cheap). So, off to looking for parts again. Most of the suppliers were out of the chain or were selling chains at a cheap enough price I didn't want to trust them. So, I ended up getting the chain from Goodparts.com.



**From top to bottom: Wrong duplex chain,
original chain and new duplex chain**

I had just ordered thrust washers from Goodparts a week earlier as I discovered that I apparently had neglected to have them on hand. Wish I had known I was going to have to order the chain then, but that's the way this project has been going. Deliveries to the front door are commonplace with my still-cheerful (UPS, FedEx) shipping staff supporting me.

So, if you are ordering parts ahead for working on a project, check them out when you get them. Make sure they are the correct part and in good shape before you count on them. Save some aggravation and delay due to reordering and the waiting time when you really want to make progress.

MAINTENANCE TIP

**DON'T FORGET TO SWITCH YOUR RATCHETS
TO OFF POSITION BEFORE GOING HOME.**

NO ONE WANTS A DEAD RATCHET.

Graphic via Amy Kilgore

EVENTS SCHEDULE 2022

By Kim Simon, Activities Co-Coordinator

Month	Event	Time	Message to Club
JANUARY			
1/6/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
1/15/22	Planning Meeting	11:30 Lunch at 12:00 - 1:30 meeting - Zarda's	Evite
1/18/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	None
FEBRUARY			
2/3/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail - Sent
2/10/22	DRIVE YOUR TRIUMPH DAY	11:00 AM Black Hoof Park 9053 Monticello Rd, Lenexa, KS 66220, with Lunch to follow	Evite - Sent
2/15/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
2/16/22	Pub Night Out	6:00, Brew Lab, 7925 Marty St, Overland Park, KS 66204 https://www.brewlabkc.com/menu	Evite - Sent
MARCH			
3/1/22	Strove Tuesday	9:00 AM (pancake day in UK) Joint Meeting with MG Club - Pegah's	Evite - Sent
3/3/21	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
3/15/21	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
3/16/22	St Patrick's Day Event	1:00 Irish Pub - the Dubliner 170 E 14th St - https://www.thedublinerkc.com/ Kansas City, MO 64106	Evite
3/18 - 20/2022	World of Wheels - KC	KC Convention Center	Check Internet
TBD	Tech Session	Your Classic Ride (interior kit)	Evite
3/20/22	MG BBQ Run (Triumph club invited)	Bates City	Evite
APRIL			
4/7/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
4/9 - 10/22	Ozarks International Raceway	Gravois Missouri (NASA)	Evite
4/16/22	Spring Blossom Run (MG Invited)	8:30 AM Short Drive through the country	Evite
4/19/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
4/21/22	Queen's Birthday Tea	Vivliore Restaurant	Evite
4/21 - 24/22	Regional VTR - South Central Region	Boerne, TX - Hill Country - Northwest of San Antonio	Check Internet
4/23/22	OLPE CHICKEN RUN (MG and others invited)	OPLK Kansas	Evite
4/30/22	Spring Tune Up	Your Classic Ride	Evite
MAY			
5/5/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
5/14/22	Drive from Leavenworth, Saint Joe, Atchison	Details TBD	Evite
5/17/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
5/22/22	BRITISH CAR WEEK Picnic (invite other British Cars)	8am to 2pm - Black Hoof Park, 9053 Monticello Rd, Lenexa, KS 66220	Evite
JUNE			
6/2/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
6/9/22	Kactus Creek Croquet	6:00 Parkville Missouri	Evite
6/11/21	Heartland All British Car Show	Fountain Square at Crown Center - Combined with Jaguar Club	Check Internet
6/18/21	GARDEN TOUR	The exact date and time has not been set.	Evite
6/20/22	TRA - National	Gettysburg Pennsylvania	Check Internet
6/21/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail

Schedule
Cont.

Month	Event	Time	Message to Club
JULY			
7/7/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
7/7/22	The Great Car Show	10:00am - 3:00pm - Liberty Memorial WWI	Evite
7/16/22	MG Drive In Movie (Triumph Club invited)	Boulevard Drive-In	Evite
7/19/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
TBD	KIM AGUILAR WINE & JAZZ EVENT	Holyfield Basehor Kansas	Evite
TBD	Brats and Biplanes	Joint event with Triumph Club and Dawn Patrol	Evite
AUGUST			
8/4/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
8/16/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
8/13 or 20/2022	Tech Session	Details TBD	Evite
8/28 - 9/2/2022	National VTR	6:30 am Drive to Galena IL - Eagle Ridge Resort	Check Internet
SEPTEMBER			
9/1/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
9/10/22	MG Scavenger Hunt (Triumph Club Invited)		Evite
9/17/22	ST. LOUIS ALL BRITISH CAR SHOW		Check Internet
9/20/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
9/22 - 25/22	The Six Pack Trials	TR6 and TR250 - Richmond VA	Check Website
9/24/22	Brits in the Ozarks	Springdale Arkansas, Fayetteville	Check Website
TBD	COR Car Show		Check Internet
OCTOBER			
10/1/22	MG Barn Party (Triumph Club Invited)	Bonner Springs	Evite
10/1/22	LAWRENCE CAR SHOW	8 AM to 3 PM South Park, 1141 Massachusetts, LAWRENCE, KS	Check Internet
10/6/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
10/8/22	Antique Run (MG Club Invited)	Westbottoms	Evite
10/7-9/22	LAKE GARNETT TRACK EVENT & CAR SHOW/Picnic on the 9th	https://www.facebook.com/LGgrandprixrevival/	Check Internet
10/18/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
10/22/22	Chili Cook Off - 5:30		Evite
10/29/22	Fall Foliage Run		Evite
NOVEMBER			
11/3/22	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail
11/5/22	MG Club Guy Fox (Triumph Club Invite)	Near Warrensburg	eMail
11/15/22	OFFICERS MEETING	6:00 PM 3rd Tuesday of every month - Pegah's	eMail
DECEMBER			
12/1/22	Club Night Out and Annual Meeting	6:00 PM 1st Thursday of every month - Pegah's	eMail
12/20/22	OFFICERS MEETING Annual Holiday Party	6:00 PM 3rd Tuesday of every month - Pegah's Ideas for facilities: Fuel House, Vivilore, RC, Club house (Martin City) - 45 People	eMail

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 December 21, 2021: Steve Peak reported on the November 18 Holiday Dinner at the Shawnee Hereford House. It was an enjoyable event with 31 members and guests attending. -- Larry Taylor gave a membership report noting that there are 93 active members, and he was waiting on renewals from 28 of those members. -- Upcoming activities discussed included the January 15 Annual Planning Meeting at the Lenexa Zarda Bar-B-Q and the February 10 "Drive Your Triumph Day" event. -- Later in the year will be the June 11 Heartland All British Car Show that likely will be moved to the Crown Center area in KCMO instead of at the Merriam Marketplace.

Board Meeting of January 18, 2022: Additional details for the February 10 "Drive Your Triumph Day" event were discussed, to include a an 11:30 a.m. meet-up and photos at Black Hoof Park in Lenexa, followed by a drive (weather permitting) to Eudora for lunch at the Barbwire Barbecue. -- Club membership renewals are trailing in. We now are awaiting 21 renewals. -- Kim Simon reported on her planning for the January 15 Annual Planning Meeting at Lenexa's Zarda Bar-B-Q. The annual Olpe Chicken Run, to which other area all-British clubs will be invited, will be set for April 23, and Ed Curry has tentatively scheduled the Spring Tune-Up gathering at Your Classic Ride in KCMO. Steve Peak reported that he has booked Black Hoof Park as the venue for this year's British Car Week picnic. May 22 will be the date. -- Ed Curry is working to expand his list of committed and potential advertisers in the newsletter this year.

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

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Spouse: _____

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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.

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TR TIMES

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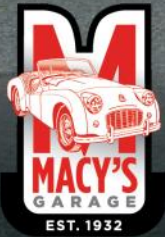
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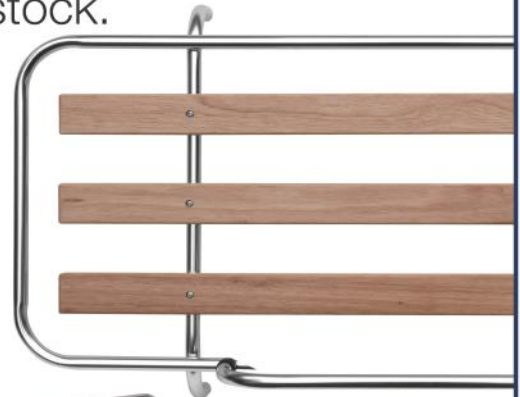
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HEARTLAND ALL BRITISH CAR SHOW WITH THE HEART OF AMERICA JAGUAR CONCOURS D'ELEGANCE

June 11, 2022



The Kansas City Triumphs



The HEARTLAND ALL BRITISH CAR AND CYCLE SHOW Committee is thrilled to announce that, in conjunction with the Heart of America Jaguar Club, the All British Car and Cycle Show will be held on the Square at Crown Center on June 11, 2022. The combined effort will bring new interest, excitement and challenges to the event.

The usual registration for the All British Car Show is approximately 100 cars, and, with the 2021 attendance at the Jaguar Celebration of British Cars, taking into consideration the number of cars entering both events in the past, we are looking at a projected 125 to 150 British motorcars registering. We presented the idea to Crown Center, bringing up the fact that this event would draw a considerably larger attendance, and asking them if they might have any ideas on how we could accommodate all of the guests. Their response was immediate, "Close Grand Boulevard!" They agreed it was a Grand idea (sorry!) to bring together the largest British Car Celebration in the Kansas City area, with the Jaguar Concours D'Elegance on the Pavilion. Obviously this will require a new level of planning and city permits. We welcome any club members who would like to assist in making this the most entertaining show in the Triumph Club's history.

We are looking forward, with The Kansas City Triumphs, to developing an exciting celebration of British Motorcar History, Recognition, and Appreciation. We are all familiar with the park-like setting of the Square, featuring lush trees, French sidewalk tables with umbrellas and chairs, and a plethora of visitors strolling through the event. We will welcome all marques of the British Motorcar Industry, creating the perfect venue for the display of the most beloved motorcars from the British Empire.

The date of the event will be June 11, 2022. Registrations will be available soon, so now's the time to mark the event on your calendar, order your event regalia, and start the preparation of your pride and joy.



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