



TR TIMES

Kansas City Triumphs Sports Car Club

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DIRECTOR'S DRIPPINGS

In Full Swing

By Steve Peak

Football is back. Time to defend the Championship, let's go Chiefs.

We had some really interesting events in the last couple of months that I hope you were able to attend.

On September 16th Jeff Givens, Larry Taylor, and Keith Jordan put on the first Rib Run Rally. Going into this I really did not know what to expect. Luckily it fell on a weekend that K-State was on the road so what the heck let's give it a whirl. I initially did not have a navigator, Kim said she would do it if I did not find anyone else.

I gave my brother David a call, and he said it sounded like a blast. He and I somehow used to ride around in the back of this TR4A when we were kids, (no seatbelts). We ventured out in the car that was our parents, and felt like now our parents were doing the riding in the back. It was some good time to spend with my brother, something with busy lives is hard to do, just him and I. Once we got used to the bouncing speedometer and the odometer that felt like forever to fall that tenth we were looking for, we did OK. He did a great job as the navigator and I actually listened to my "little brother". It sounds like I have a navigator for next year unless I can talk him into getting his own car.

Check out the write-up about the Rib Run Rally and think about it next year. It really is not that hard to figure out and it was A LOT of fun! A really nice route and they did a great job ending with some really good BBQ.

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 December 7st at Granite City, Zona Rosa. This will include the annual meeting. See the flyer included in this issue. We will also be sending it out as a separate email in mid-October.

Time to enjoy the cooler temperatures.

BOARD OF OFFICERS

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Cover Photo:

TR6 Lineup at the
Heartland All British Meet



UPCOMING EVENTS

10/5 – CLUB NIGHT OUT—6:00 pm

Special anniversary event celebrating the clubs 45th anniversary! All invited, no invitation needed, just show up! Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

10/5-7—BRITS IN THE OZARKS—FAYETTEVILLE, AR

Special guest speaker, Kent Prather, SCCA Champion and Storyteller. See poster in back.

10/13-14 – LAKE GARNETT PRE RACE EVENTS

Check-out their fabulous web site at lggpr.org for all details

10/15—LAKE GARNETT RACE DAY PICNIC

Club tent and trackside viewing area. Bring a chair. Cookout with food and beverage hosted by club. See poster in back. Watch for Evite and respond for picnic attendance.

10/17 – CRUMB BREAKFAST – 9:00 AM

October's location will be Old 56 Family Restaurant, 912 S Chestnut St, Olathe, KS 66061 (I-35 South, Exit Old 56 Highway, just west of K-7 turn right on S. Chestnut). New location for us. Watch for the Evite!

11/2 – CLUB NIGHT OUT—6:00 pm

All invited, no invitation needed, just show up!

Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

11/11—CHILI COOK-OFF

Our traditional Chili event will be hosted by Paul and Margaret McBride at their home. Bring your best chili, appetizer, dessert, adult beverage or just join in the fun! See Paul's extensive collection of Triumph memorabilia. Watch for the Evite.

11/21 – CRUMB BREAKFAST – 9:00 AM

Location varies around the region every month! See restaurant rotation plan on page 13. Watch for the Evite!

12/6—MECUM PRE-SHOW PRESENTATION & FUNDRAISER DINNER

Dana Mecum will present his overview of the vintage car market at Your Classic Ride. Mecum KC begins the next day and free tickets may be available. Join-in for an interesting night benefiting the Tonganoxie HS Automotive Training Program. Fried Chicken dinner, catered by Q39 will be served. Watch for Evite.

12/7—HOLIDAY DINNER —6:00 PM

Returning to Granite City, Zona Rosa. Appetizers and four dinner selections at a very reasonable price subsidized by the club! ***Paid Reservations needed by 11/27.*** See reservation flier in back.

WELCOME NEW MEMBERS!

Bruce & Suzi Blackman
Overland Park, KS
1966 TR4A IRS

John & Allie McGuire
Raytown, MO
1979 Spitfire

Steve and Carla Maerz,
Olathe, KS
1976 TR6

Sean Gunther
Gardner, KS
1980 Spitfire
(undergoing frame off restoration)

Len & Debbie Larson
Kansas City, MO
1960 Triumph TR3A



FROM THE ED-ITOR

Ed Curry

After a very busy season of club activities (I counted 60 events posted on these pages) there's still more to come! Check the Upcoming Events.

Personally, I've signed up for a track run at the Lake Garnett Grand Prix Revival (LGGPR). It's only about an hour south of KCMO. After attending as a spectator for many years, I finally bought a cheap helmet and will drive the track in my white TR7 (a helmet and number are required). I mentioned that my car is white because I chose #44. That's an easy tribute to the factory-sponsored team with Bob Tullius as lead driver. Team colors were green strips over white with black #44. I was recently out to Laguna Seca and saw his original car race.

On a different note, my TR3 restoration creeps along. After weeks of hunting for the right formulation of BRG (there are many), the car was days away from its final spray booth session at RND. Lo and behold my painter, Mark Golden, the only one I trust to paint my car, suffered an injury that will require weeks of recuperation. But what's a few more weeks in a three-year restoration process? When the car does return full painted, I can begin reassembling hundreds of bits and pieces that have been squirreled away. No telling how long that will take, especially if it drags into tax season when I'm otherwise preoccupied. To add to the confusion, I've started on an MGB restoration, with its own hundreds of bits commingled with the Triumph bits. The result may be a TRMGB! For those that have ever crossed over to the dark side, you may have noticed that, dare I say, MGs are a bit more substantial than TRs!

Another significant upcoming event is our traditional Chili Supper. This year Paul and Margaret McBride will host the event. Paul, one of the club's founding members in 1978 will open his home and garage to showcase his extensive collection of Triumph memorabilia. This is an event not to be missed! Especially in this, our club's 45th anniversary year.



HEARTLAND ALL BRITISH MEET

With a return to the Merriam Farmers Market, this year's Heartland All British Meet brought attendance back to a pre-pandemic level. 115 mostly LBCs and their owners enjoyed great weather for a Labor Day weekend Sunday. The central location with its large capacity parking lot and big pavilion allowed for plenty of viewing plus shelter from the sun. It appeared that participants who were reluctant to attend last year's show at the Crown Center came out in force this year. Better publicity and organization also helped. The TR6 Class alone went from 2 to 12 participants!

Two members debuted newly restored Triumphs, and both won first place in their class; Keith Jordan's TR6 and Roger Elliott's GT6.

The evening before, 77 attended a Cookout and Boot Sales event. Grill master Larry Taylor and volunteer crew provided a feast of tube steaks.

Of the 23 classes offered, the following is a list of the 8 classes where club members won awards.

Class J TR2 & TR3

1st Place—Mark Meyer
2nd Place—Larry Taylor
3rd Place—Paul McBride

Class K TR4, TR4A, TR250

1st Place—Keith Jordan
2nd Place—Steve Peak

Class L TR6

2nd Place—Bill Cunningham
3rd Place—Jim Nye

Class M SPITFIRE/GT6

1st Place—Roger Elliott

Class E MGB/GT 72-74

3rd Place—Bob Aguilar

Class G MGT SERIES and PRE-WAR

2nd Place—Russ Sifers

Class H MG MIDGET/AH BOX SPRITE

3rd Place—Steve Olson

Class T BRITISH SPORT

2nd Place—Shannon Dunn



Heartland Winners



TR3A 1st Place—Mark Meyer



TR3A 2nd Place—Larry Taylor



TR3 3rd Place—Paul McBride



TR4 1st Place—Keith Jordan



TR4A 2nd Place—Steve Peak



TR6 2nd Place—Bill Cunningham



TR6 3rd Place—Jim Nye



GT6 1st Place—Roger Elliott



MGB GT 3rd Place—Bob



MGTC 2nd Place—Russ Sifers



MG Midget 3rd Place—Steve Olson



Hearld 2nd Place—Shannon Dunn

RIB RUN RALLY

By Larry Taylor

The Kansas Rib Run Rally 2023 (the inaugural year), a Time-Speed-Distance (TSD) rally sponsored by the Kansas City Triumphs Sports Car Club, was held on Saturday, September 16th. The Rally Organizer was Jeff Givens, assisted by Keith Jordan and Larry Taylor. SCCA Rallymasters Rich Bireta and Albert Weaver laid out the route, which was approximately 100 miles in length, traversing Leavenworth, Douglas, Shawnee and Jefferson Counties. Each Rally Team consisted of a driver and a navigator who received written general instructions and turn-by-turn instructions. The challenge for each Rally Team was to traverse between twenty-one checkpoints along the route in a specified amount of time as determined by the Rallymaster. Also called “the perfect time”. For each second a Rally Team is early or late to a checkpoint; that translates into a penalty point. The resulting penalty points are recorded automatically on the navigator’s smartphone and the Rallymaster’s computer via the Richta Rally Competitor GPS Checkpoints App (previously downloaded to the navigator’s smartphone). The object is to get the fewest number of penalty points by arriving at each checkpoint exactly on time.

Rally contestants were Craig & Kim Simon - 1968 Triumph TR5; Steve & David Peak – 1966 Triumph TR4A; David Dobbins & Susan Hays – 1974 MGB GT; Mark Meyer & Tammy Lane – 1970 Austin America; Diane Cotton & David Sedwick – 1978 MGB; Rick Mills and Denny Hale – 1973 MGB GT; Geoff and Christi Rollert – 1976 MGB; Ron and Christine Perry – 1976 Triumph TR6; Tom Berry & Bill Wagoner- 1960 MGA Coupe; and Rick Brasfield & Patrick Barrett – 1974 Triumph TR6. In addition, Larry Taylor and new Triumph Club member Sean Gunther were in the sweep vehicle followed by chief mechanic Gary Gumminger & Rene Appell. Roadside rescues were not needed, all the cars ran well,

and so Gary & Rene had a very nice and relaxing road tour!

Rib Run Rally 2023 started at The Fuel House in Bonner Springs with a number of members arriving early for the 7 AM breakfast. After check-in, Jeff Givens and Rich Bireta gave general instructions, answered numerous questions, and car number 01 started the Rally at 9:01AM. Rally contestants departed at one-minute intervals. The first Rally section was 33.2 miles in length, with a predetermined Rallymaster perfect time of 39 minutes and 55 seconds, ending at Bernie’s gas station near Perry, KS. After a 30-minute scheduled break, car 01 left Bernie’s at 10:31. This second section, which included a scenic drive over the dam and around Lake Perry, was 67.2 miles with a predetermined Rallymaster perfect time of 88 minutes and 37 seconds.

The Rally ended with a barbeque cookout hosted by Doug & Regina Schimke (Austin Healey Club) in Basehor, KS. The Rallymaster tabulated the penalty points and the Rally Teams receiving the lowest number of accumulated penalty points (in other words their timing was more accurate) were - first place Steve & David Peak with 219 points; second place Rick Mills & Denny Hale with 298 points; and third place Ron & Christine Perry with 471 points. Tom Berry & Bill Wagoner received the hard luck award and Gary Gumminger, Rich Bireta, Albert Weaver and Doug Schimke received appreciation awards. In addition, all participants received a Rib Run Rally 2023 beer glass courtesy of Doug & Regina Schimke and dash plaques from the Triumph Club.

MG Club president Rick Mills summed up the thoughts of many of the participants when he commented, “Being a novice the Rib Run Rally was scary at first, but with encouragement from Jeff Givens and the Rallymaster with their explanation of what was expected, all went well. The roads were fantastic, the directions were easy to follow, it was a lot of fun, and the BBQ was worth the trip. I am looking forward to doing it again next year.”

| Car | Team | Class | Total | 5 | 6 | 7 | 8 | 9 | 10 | 12 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|-----|-------------------------------|----------------|-------|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|----|----|-----|
| 2 | Stephen Peak David Peak | Triumph TR-4A | 219 | 42 | 19 | 32 | 12 | 8 | 30 | 12 | 19 | 5 | 4 | 11 | 9 | 7 | 4 | 5 |
| 6 | Rick Denny | MGB-GT | 298 | 6 | 12 | 3 | 2 | 20 | 32 | 5 | 28 | 31 | 13 | 3 | 3 | 2 | 26 | 112 |
| 8 | Ron Christine | Triumph TR-6 | 471 | 63 | 54 | 70 | 63 | 78 | 1 | 17 | 39 | 9 | 1 | 9 | 13 | 18 | 16 | 26 |
| 7 | Geoff Rollert Christi Rollert | MGB-GT | 475 | 11 | 15 | 24 | 42 | 60 | 55 | 46 | 10 | 34 | 33 | 56 | 29 | 18 | 16 | 26 |
| 1 | Craig & Kim Simon | Triumph TR-5 | 596 | 64 | 37 | 56 | 31 | 38 | 46 | 20 | 22 | 43 | 37 | 14 | 20 | 6 | 19 | 143 |
| 3 | Dave Dobbins Susan Hays | MGB-GT | 628 | 41 | 9 | 20 | 5 | 83 | 71 | 8 | 17 | 52 | 11 | 12 | 22 | 5 | 92 | 180 |
| 4 | Tammy | Austin America | 637 | 18 | 21 | 44 | 60 | 96 | 59 | 7 | 42 | 83 | 67 | 15 | 4 | 25 | 58 | 38 |
| 10 | Rick Patrick | Triumph TR-6 | 722 | 30 | 32 | 51 | 52 | 62 | 8 | 25 | 109 | 143 | 75 | 45 | 34 | 4 | 1 | 51 |
| 5 | Cottonsedwick | MGB | 817 | 81 | 78 | 95 | 74 | 88 | 11 | 0 | 148 | 32 | 86 | 46 | 17 | 29 | 29 | 3 |
| 9 | Tom Berry Bill Wagoner | MGA | 1198 | 37 | 51 | 71 | 86 | 120 | 155 | 67 | 61 | 91 | 110 | 114 | 182 | 29 | 2 | 22 |

TDS Road Rally, Cont.



TECH SESSION; TUNING DEMONSTRATION

On Saturday, August 5th, Larry Taylor demonstrated diagnostic and tuning techniques on his TR3 including spark plug analysis, compression testing, timing with a timing light, timing and diagnosis with a vacuum gauge, and carburetor tuning with an air/fuel ratio gauge. Twenty two members attended the session held in Ed Curry's shop at Your Classic Ride.



<http://www.kansascitytriumphs.com>

KC TRIUMPH CLUB DIRECTORS

On the occasion of our club's 45 anniversary year, Paul McBride compiled the following list of Club Directors throughout it's history:

- 1978 -1982 Paul McBride
- 1982-1986 Gary Davis
- 1986-1989 T. R. Wilson
- 1989-1990 Ted Honig
- 1990-1993 Bob McBean
- 1993-1995 Cynthia Yin/Jim Brady
- 1995-1997 Randy Adkins
- 1997-1999 Jay & Laura Smith
- 1999-2001 John & Nancy Maas
- 2001-2003 Richard & Ann Woody
- 2003-2005 Jeff Givens
- 2005-2007 Woody Underwood
- 2007-2012 Jack Edwards
- 2013-2016 Ed Blend
- 2016- 2020 Steve Vehlewald
- 2020- Present Steve Peak



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“SCUTTLE SHAKE”

By Paul McBride, Photos By Margaret McBride

That’s the term Hendrix Wire Wheel, Greensboro, NC. uses to describe the 50-60 mph vibration caused by out of true and unbalanced wire wheels. Club member Jeff Givens, who has maxed out his odometer 3 or 4 times driving everywhere including 2 rallies in Europe, uses Hendrix to re-true and balance the wheels and also shave the high spots on new tires. When perfectly round and balanced the “scuttle shake” is eliminated.

Jeff and Larry Taylor were checking out the route of the upcoming Rib Run Rally and offered to stop by and remove the old tires from my rims so I could ship the wheels to Hendrix. When the young guys, well.... comparatively speaking, arrived, I stood out of the way and handed them tools. Experience was not lacking as each of us has owned, driven and enjoyed our TR3 for more than 50 years. Jeff brought his tire bead breaker and three of the wheels were soon separated from their old tires and tubes. The fourth one was a bit reluctant. (Photo 1) Eventually it yielded but my air-conditioned garage didn’t stop the sweat and I could only scrounge up 2 beers. (Photo 2) Thanks & I owe you!

Margaret & I delivered the wheels to UPS and the next day I called Tire Rack and had them send a set of 165HR15 Vredestein Sprint Classic tires to Hendrix. I had purchased the Dayton chrome wire wheels and splined adaptors in December of 1987 some 45,000 miles ago. There was concern about the possibility of unacceptable spline wear and I was relieved when they called and pronounced them only slightly worn.

Ten days later the shipment of 4 trued wheels with mounted, balanced, and shaved new tires arrived at my doorstep from Hendrix. (Photo 3) A couple of days later I installed them on the TR3 as per their recommended positions indicated by the tag on each wheel. The test drive showed NO scuttle shake or any other vibration. I have since driven at all of my usual speeds (1-80 MPH) and the TR3 is free of wheel vibration.

I sent my thanks to Hendricks Wire Wheel and they appreciated the confirmation of success. Their Web site has much information and suggestions: e.g., use Lucas Power Steering stop leak in the idler arm and steering box instead of 90W gear oil or grease (Less steering effort). Happy smooth motoring.



Larry & Jeff



Not Exactly a Case



As Delivered W/Tags

TR6 RADIO ANTENNA REPLACEMENT

By Sam Taylor

Here are some tips on replacing the radio antenna in a TR6. It might apply to other vehicles as well. My TR6 came with a radio and an antenna mounted on the left front fender, which broke off about two inches above the fender.

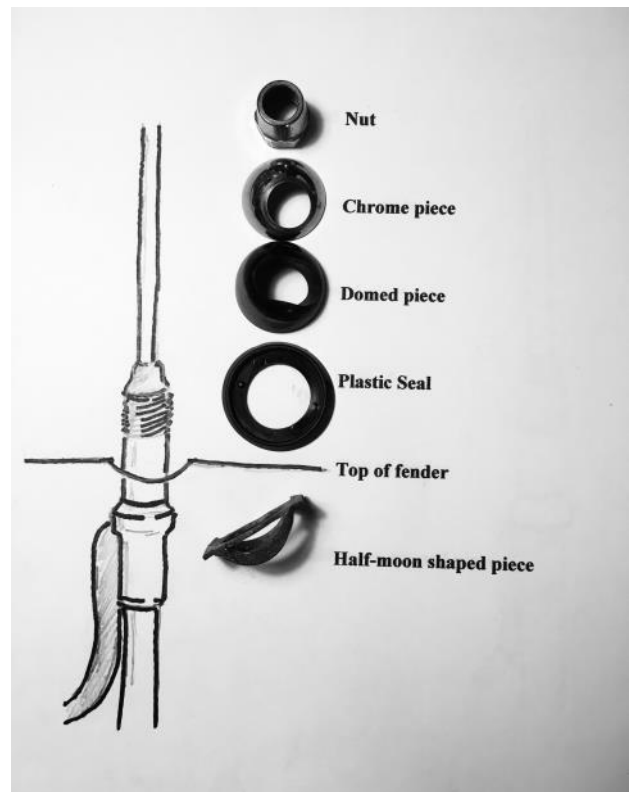
Remove the interior paneling on the left bulkhead under the steering wheel. Remove the speaker panel on the opposite side. Free up the cable where it attaches to the radio and lay it out on the floor. Carefully remove the rubber grommet in the bulkhead and slide it off the cable. A little soapy water might be in order there. Attach a two foot long piece of thin wire to the end of the cable. This is done to facilitate fishing the new antenna cable through the fender. Tie the other end of the thin wire onto something to prevent it from being pulled through the hole in the bulkhead when the old antenna is lifted out.

Moving to the antenna, remove the nut where the antenna meets the fender. (Be careful here to not allow the antenna to drop into the fender.) Slide it up and off along with the chrome cover, the plastic dome piece and the plastic seal. Here I took a pair of pliers and wrapped a rubber band around the handle and clamped it onto the antenna in order to prevent it from dropping into the fender. Lower the thicker part of the antenna into the fender until the thin part of the antenna is protruding up through the hole. There's a small half-moon shaped metal piece on the antenna inside the fender. Hook onto this piece and slide it up through the hole. Now pull the antenna and the cable out of the fender.

Detach the wire from the old antenna cable and attach it to the new antenna cable. From inside the car pull the wire and the new cable down through the fender. Reverse the removal steps starting with the half-moon metal piece. Remove the wire from the cable and re-install the grommet.



Broken antenna, gripped with pliers



Antenna parts in order of removal



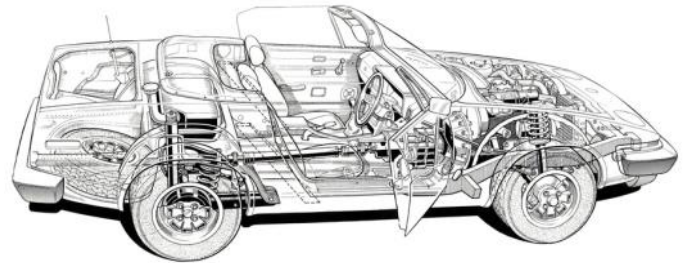
WEDGE WORDS

By Steve Olson

British cars are plagued by electrical gremlins or so goes the popular belief. And of course no mere mortal could ever decipher a wiring diagram to isolate and correct any problem with British electrical systems. But are those widespread reputations really valid?

Having driven over 300,000 miles in my two vintage British sports cars my experience has not proven that to be the case. Even I have managed to follow the flow of electrons through the color coded wires depicted on the wiring diagrams. The earlier cars only had 2 fused circuits so how hard could that be. Even on the more complex cars of the 1970s there were usually just 4 fused circuits. Come on people, this is not rocket science. You can even go online and get a wiring diagram for your car in brilliant color that is enlarged enough for old eyes to see. If your car does have an electrical gremlin you should be able to figure out which wire or component is to blame. Then with not too much effort you can locate that wire in your car and use a cheap test light to get to the bottom of the trouble. And almost always it will be something you or a darned previous owner has hacked into the factory wiring, not an original design deficiency.

That was certainly the case when the cruise control on my TR8 started intermittently failing. Cruise control was not a factory option even in 1980 but they make highway driving more comfortable. After-market units are or at least were available inexpensively so decades ago I added one. The one I use connects to the electrical system in just 3 places. Well 4 if you count a ground wire. One is at the coil to sense the engine RPM. One is at a wire that is hot when the ignition is on. And one is at the wire to the brake lights. I found that near the brake light switch is a good location to find both of the latter two. And I spliced my new wires in using crimp connectors. Those consist of a little plastic box with a metal guillotine inside that when squeezed will pierce the insulation of both wires making contact with the copper wire and complete the connection. Then a hinged plastic lid covers the metal to keep the



electrons from escaping. These connectors are available even in Dollar stores and even the cheapest ones work fine at least initially.

But after years of faithful service one of mine stopped making good connection. There is no way to see if the little guillotine slot surrounded the copper wire and gripped it tightly. If it gets just really close the current will jump the gap. But eventually this arcing will cause contamination to build up until the electrons will no longer flow. Would a higher quality connector have worked forever? Possibly.

To be fair I didn't exactly do a great job of installing the connector in the first place. Working upside down up under the dash is not how I do my best work. And of course I bought my connectors from some bargain source. And they did work flawlessly for over 20 years. But none of that mattered when I had to worm my way back under the dash and replace them. But that was not the fault of anything designed and built by the factory.

The factory electrical systems on my British cars have proven to be reliable except for the alternators and the one wiring loom on the TR8 that passes too close to the exhaust pipe and melted. Even that was a known weakness that I could have and should have addressed before it failed. If your car has an electrical problem then find it and correct it. And when splicing wires I find cutting, scraping, twisting, soldering, and covering with heat shrink makes a better connection than any crimp on from the Dollar store.

CRUMB

Tuesday Breakfast

By Larry Taylor

On Tuesday, August 15th, twenty-eight Triumph and MG club members met at Pegah's Family Restaurant in Shawnee for the monthly Club Retired Unemployed Members Breakfast, or CRUMB, meeting. Originally this meeting was scheduled for Ginger Sue's on 119th Street, but they unexpectedly closed for the week the day before the meeting. A big thank you to Moe and his team at Pegah's for accommodating us at the last minute.

At the September meeting, held on Tuesday the 19th, twenty-one members met at Roxanne's Café in Platte City. It was a beautiful morning for a drive. I was happy to see twelve of our north of the river members attend, some of which we do not see very often and disappointed that some of our south of the river regulars did not make the trip north.

The next CRUMB meeting will be at 9:00 AM, Tuesday, October 17th at Old 56 Family Restaurant, 912 S Chestnut St, Olathe, KS 66061 (I-35 South, Exit Old 56 Highway, just west of K-7 turn right on S. Chestnut). This is a new location for us. As a reminder, all club members are invited to the CRUMB meetings. You do not need to be retired or unemployed to attend.

Assuming Old 56 pans out, I am expecting we start the following regular rotation for the CRUMB Breakfasts:

- South - Old 56 Family Restaurant - Olathe
- Central - Caleb's Breakfast & Lunch – South KC
- East - Rae's Café - Independence
- West - Pegah's - Western Shawnee
- North - Roxanne's - Platte City

Each of these past locations are locally owned and have consistently given us good service and good food. Hopefully, OLD 56 will do the same. So come join in evaluating if we should put them in the rotation as a south location.

Please RSVP early with the number attending so we can advise the restaurant how many to expect. **If your plans change please update your RSVP or call or text me no later than 7:30 AM the day of the breakfast.** Future meetings will be on the third Tuesday of each month at 9:00 AM at various locations around the city.



August



August



September



September

IN DEFENSE OF THE TRIUMPH TR6

By Andrew English, Hagerty August 2023

So, this would have been the early '70s, '73 maybe. I was just a teenager and hitching a ride was the way that impoverished youth got about in those days—no Uber for me. People would stop, too, since this was a more generous and tolerant age. I stuck my thumb out on the outskirts of Lymington in Hampshire and within minutes a vision in Damson Red drew up, top down, that “six” sounding like a jetliner at bay. I swooned.

“Jump in,” said the ex-military type behind the wheel. Sounds like a pick-up line, which I suppose it was, but not in that way. I think he just wanted to show off as we howled out of Pennington onto the Milford road and past Efford Horticultural Research Station, with the square-ended needle on the rev counter touching the 5750-rpm redline in [overdrive](#) third then fourth, with me barely noticing it was almost exactly the same gear ratio.

“I nearly drove my secretary’s Mini,” he boasted. “But I reckoned for another fiver on fuel it would be worth bringing the red peril out—after all, it’s a lovely day.”

Indeed it was, but I’ve often wondered about that conversation. Another fiver, hum. Given he was on his way to look at a house in Dorchester (he was an estate agent, of course he was), a round trip of about 100 miles and with fuel at about 35 pence a gallon, he’d have to be driving like an absolute nutter to find the difference between the big TR’s 25-mpg and the Mini’s 40-mpg to be another fiver. True, this was the full CP-prefix car with its fuel-injected six belting out 150 bhp (~148 hp), but I still reckoned the difference to be about a pound, which could still be had in note form. Perhaps he was on some sort of expenses fiddle ... but good as his word he dropped me off in Milford on Sea and growled up the road. Wonderful.



There were many who thought that Karmann of Germany’s quick and cheap restyling job on the Michelotti styling of the TR5 was a brutalist monstrosity, but not me. You quickly tired of “hairy chested” as a descriptor of this last separate-chassis TR in road tests, and Spen King’s insistence on a larger-diameter front antiroll bar meant that the square-set two-seater would tend to understeer in extremes rather than the old TR5’s tendency to oversteer, but it looked and felt more modern, more in keeping with the times compared to the TR5 which could trace its looks to the 1961 TR4—although both TRs could trace their chassis lineage back to the TR2 of 1953.

Of course, this car was launched in 1969, the year George Lazenby got an outing as James Bond in a kilt and a cardie (along with Diana Rigg, surely the best-ever Bond girl) in [On Her Majesty’s Secret Service](#). And you’d be forgiven for missing the launch of this reskinned Triumph sports car that year, what with Neil Armstrong and Buzz Aldrin landing on the moon, ad the Woodstock and Isle of Wight festivals taking place, which some think marked the end of the spiritual '60s. On my way to buy David Bowie’s *Space Oddity* in Lymington High Street, I was told in agog tones about the two hippies who had come back from the Isle of Wight after seeing Bob Dylan, Free, and The Who, walked into the launderette, taken their clothes off, and sat there naked while the washing and drying cycle took place. Then there were the maiden flights of the Boeing 747 and Concorde, and the first [ARPANET message](#), which marked the beginning of the internet on which you are reading this.



TR6 Defense, Cont.

It was the best of times, certainly, but we were about to enter the worst of times. The world was about to be hit with the first oil-price shock of the early '70s, which impacted the UK in the form of a devastating house-price slump, devalued wages, and what economists call “stagflation,” where even politicians’ fold-over made no difference to the prosperity and wellbeing of the nation. Fripperies such as TR sports cars were the last thing on people’s minds, though in America, where the oil-price impact was less and folks struggled to keep their hands in their pockets, the TR6 did well.

How well? Now there’s a subject for debate. Turn to the expert Bill Piggott in his excellent originality guide, *Triumph TR*, and he sets out the background to the TR6, explaining that by 1968, despite the fuel-injected six-cylinder TR5 being the fastest ever TR, its Michelotti looks desperately required a facelift to appeal in a European sports car market which was fast being eroded by performance saloons, and for buyers in America who were restless for something new in the land where sports cars were still popular.

Extravagant spending on a niche sports car, however, is almost always hubristic, so budgets were super tight and there wasn’t a lot of time. In the end, it was Karmann the German coachbuilder who stepped up to deliver a radical new look which changed hardly anything fundamental. The chassis and inner structure, plus the suspension and drivetrain and interior, were largely unchanged, as were the doors and wind-screen surround. With just new wings, bonnet, boot, front and rear panels, and external trim, the car delivered by the German firm was handsome and more modern-looking. It could be readied for production in less than a year, which meant the TR5/250 model, which was only on sale for just 15 months, became one of the rarest TRs, with a total of 8484 TR5s built and 13,912 250 models.

This compares [with the TR6](#), though you need some amateur detecting to find the definitive totals, for there are some stupefying inaccuracies out there on the web. Derek Graham, the [TR Register’s](#) TR6 registrar, has the definitive numbers, as the figures are based on production ledgers for the TR6: there were 13,702 fuel-injected cars (including the 3600 [completely knocked down](#) “CKD” cars assembled in Belgium) and 78,147 carbureted cars which sold mainly in North America where emissions legislation ruled out the Lucas mechanical fuel injection and the high cost of the system could have priced the car uncompetitively.

About which we should come to, since the Lucas sys-

tem is not, as some of the internet suggests, an unreliable, prone to overheating monstrosity. When well maintained it is a thing of loveliness, which imbues the TR with a terrific progressive surge of power, a steady idle, and few if any shortcomings. It’s a low-pressure (110 psi) system which is largely a fit-and-forget device, though it can suffer issues, mainly on hot days where under-bonnet temperatures can vaporize the fuel in delivery pipes and leave owners stranded. Few PI cars will not have been rebuilt or had serious work done by now, though as old hands know, that can be a curse as much as it can be a blessing.

So, what’s a TR6 like to drive? Rather lovely, that’s what. Powerful with a beguiling engine note, the TR6 was never short of performance and it’s hard not to play tunes on the overdrive. In 1969 *Motor* magazine achieved a maximum each-way average top speed of 117 mph, 0-to-60-mph in 8.5 sec, with an overall fuel consumption of 20.8 mpg and a “Touring” figure of 28 mpg.



“Smooth and potent,” the test concluded, “a nice blend of old he-man feel and up-to-date behaviour.” Although the lead picture was of the hard-cornering TR6 with an inside front wheel in the air (in the wet!) the other shots showed the fantastic amount of chassis squat under power and the road tester struggling with the top fastening. In general, however, the magazine’s testers approved and considered the TR6 “probably the best value for money in open top terms.”

My experience in a friend’s mildly modified TR6 is of a powerful, well-balanced, and generally safe car with direct steering, and soft rear suspension to keep traction, but which also requires you to “flow” between bends to avoid upsetting the handling. With plenty of room, and a really good heater, this seemed like a brilliant grand touring car which could also be used for sprints and hillclimbs if the owner were so moved.

TR6 Defense, Cont.

The question is, though, what were they like in period? Let's turn the clock back to November 1973 when Clive Richardson, *Motor Sport* magazine's redoubtable assistant editor (who died last June), gave his verdict on a year and 11,300 miles in his mimosa-yellow [Triumph TR6](#). Perhaps we should have been forewarned about the tenor of the article when he revealed that his wife had nicknamed the car "Pig-in-'ell" after its registration plate PGN769L. Despite Richardson's enthusiasm and almost unbelievable optimism, he'd found himself in a truly awful "Friday-afternoon" car, which suffered leaks from hood and drivetrain, unreliability, screeching brakes, a misfiring engine, self-destructing tires, leaking Lucas fuel injection, rust on the bodyshell, and badly fitted and torn interior trim. As a spotty youth I couldn't believe that a new car could be this bad, but I was to learn and Richardson's fine piece, which can still be read on [the *Motor Sport* archive](#), is an object lesson in just how things were at British Leyland in the '70s.

Once things were largely sorted out by Triumph's experimental engineering department, Richardson warmed to Pig-in-'ell writing: "At one time I thought this TR6 would drive me up the wall, but over the last 5000 miles I have grown to love it. It has character, it has reasonable performance and that open-top potential, while I even enjoy the fairly primitive handling."

Best not look back with too much rose tint on your glasses, then, but these days, with a wealth of helpful owners, excellent clubs such as the TR Register, and specialists who will modify your TR to go to the moon if you've got the desire (and the pockets), owning a TR6 is a lot easier, more fun, and hopefully involves you spending less time at the side of the road. Dare I say it, with '70s revivals that seem to come and go, the old TR6—which was one of the 10 classics highlighted in the [2022 Hagerty UK Bull Market List](#)—is now a cool car to be turning up in, which is something I never thought I'd be writing.



MEMBER COMMENTS TO; DEFENSE OF TR6 ARTICLE

Kenny Wymore—Fun read on the TR6. And for once, the comments section is mostly positive! At least at the time of me sending this email.

Keith Jordan—Being an owner of both a 1970 TR6 and a 1962 TR4, I've come to appreciate the TR6 more and more. Not at the expense of the TR4, just that they're different. I will say the TR6 is more comfortable and will probably become my touring car (especially when the Surrey top is added this winter), whereas the TR4 will be for driving around town and remaining in concours condition. Both are great cars, but have differing behaviors.

Sam Taylor—I have a TR6 parked in the KC Automotive Museum Underground. They recently asked me to give them some 'interesting facts' about my TR6 so that they could make a placard to put in front of it. I was scratching my head until this article and the associated links came along. Lot's of good stuff there that states well what makes the TR6 special

Ron Ray—I like the article. I also drove a TR6 once. It belongs to a former club member that lives in Lake Tapawingo. It was a nice car, with modern-day features like roll-up windows and door locks. It was far too fancy for anything I feel could ever afford.

Pat Fischer—Owned a '71 with hard top in, oh, about '73. Best seats at that time that I'd ever sat in - loved those high-backed buckets. Traveled in it, daily driver, camped in it (just a couple times, and it wasn't the car that was a letdown - no more camping). Loved the car.

Ron Ray—I think Pat needs to share her British car history at one of the Thursday night meetings, including camping details.

Steve Olson—I once thought I wanted a TR6. I love the smooth power and unique sound of an inline 6 engine. I went as far as test driving a few. To be fair the ones I drove were in my price range so they were more project than pristine. The understeer surprised me and I thought the car would plow straight ahead no matter how much I cranked the wheel. The brakes seemed just adequate. Same for power. And every time I drove over a bump I heard clunks and bangs that made me check the mirror to see what big parts had fallen off. The one that seemed a bit better looked sweet till I shined a flashlight underneath. The floors and frame were swiss cheese. So I ran not walked away. I bet the gas mileage the article claims were made using the Imperial gallon. Even the PI version tended to be a little bit thirsty.

I ended up buying the TR8 which has it's own issues. Mine has carbs which I thought were more reliable than ancient injection. But now the Wedge club has learned to rebuild the ECU with better components so I would no longer shy away from that. Easy starts and consistent idle would be nice for a change.

Notice of Annual Meeting

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

Date: Thursday, December 7, 2023

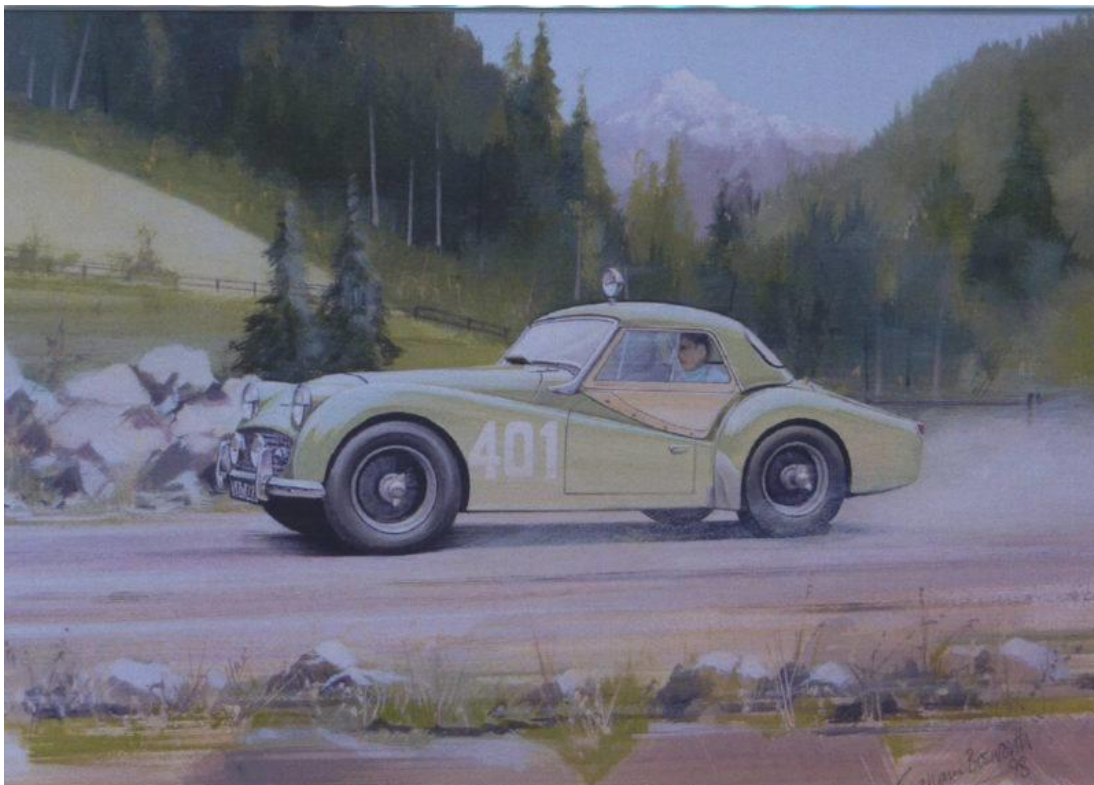
Time: 6:00 p.m.

Location: Granite City Restaurant,
8461 NW Prairie Rd, Zona Rosa, MO 64153



TRIUMPH TRIVIA

- Which movie did not feature a TR3?
 - Diner
 - La Dolce Vita
 - The Party
 - Viva Las Vegas
- Which color was not a TR factory color?
 - Geranium
 - Somerset Grey
 - Olive Yellow
 - Apple Green
- The front grille is made of:
 - Pressed steel
 - Thermoplastic
 - Pot metal
 - Stamped aluminum
- In 1953 a TR2 achieved what speed at Jabbeke, Belgium?
 - 100 mph
 - 110 mph
 - 115 mph
 - 125 mph
- The square hole in the TR radiator is for:
 - Better cooling
 - Hand crank
 - Optional oil cooler
 - Access to fan bolts
- True or False: Chrome 72-spoke wire wheels were a factory option.
 - True
 - False
- TR steering is known as:
 - Rack and pinion
 - Recirculating ball
 - Ball and pinion
 - Worm and peg
- Approx what percentage of TRs had wire wheels fitted from the factory?
 - 10-15%
 - 25-30%
 - 40-50%
 - 50-75%
- The optional TR heater was made by:
 - Smiths
 - Jaeger
 - Lucas
 - StanPart
- Early TR batteries were:
 - 6V Negative Ground
 - 6V Positive Ground
 - 12V Negative Ground
 - 12V Positive Ground



Answers!
1) c
2) b
3) d
4) d
5) b
6) b
7) d
8) a
9) a
10) d

CLUB BOARD MEETING NOTES

By Pat Barrett

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 issues considered by the Board at its last monthly meeting. The Board always reviews and approves the monthly Treasurer's report, reviews plans for upcoming events, and reviews recently completed events. As plans for upcoming events and reports of past events appear elsewhere in this newsletter they will not be treated here unless there is something unusual. Questions or comments? Please contact a Board member.

Board Meeting of August 15, 2023: The "Heartland All British Car and Cycle Meet" has added a new feature: a boot sale and cookout for pre-registrants will be held Saturday evening, September 2, from 5 – 8 PM. The Rib Run Rally, scheduled for Saturday, September 16, is open to local British Car Clubs including MG, Jaguar, Austin Healy and Lotus.

Board Meeting of September 19, 2023: The Club-sponsored Rib Run Rally was a qualified success with a field on 10 cars, and all successfully completed the course. The Board discussed several ideas for promoting future rally events. Feedback from the "Heartland All British Car and Cycle Meet" has been very positive with a total of 115 cars registered

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 enthusiasts from all over Merto Kansas City. The club hosts monthly gatherings, driving events, group email and technical sessions providing 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
ckjordan@kc.rr.com

OR apply and pay on-line at our website:
<http://www.kansascitytriumphs.com>

MEMBER APPLICATION

New: Renewal:

Name: _____

Spouse/Other: _____

Address: _____

City, State, ZIP: _____

Home Phone: _____

Cell Phone: _____

Email: _____

Car(s) Information (Include project cars):

| <u>Make</u> | <u>Year</u> | <u>Model</u> | <u>Color</u> | <u>VIN</u> |
|-------------|-------------|--------------|--------------|------------|
| _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |

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 |
| Grille Badge | \$28.00 | | |
| 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.**

TR TIMES is published six times per year by Kansas City Triumphs Sports Car Club and welcomes all submitted material for publication. Neither its editor, board of directors nor club members accept any responsibility for accuracy of article content or any injury resulting from technical suggestions. Articles and photos may be submitted to the Editor by e-mail. Uncredited articles are provided by the Editor.

Editor: Ed Curry ecurry@att.net
Associate Editor: Keith Jordan ckjordan@kc.rr.com
Subscription: is via membership in the Club: \$20 per year.
Classified Ads: Non Business ads are FREE
 LBC cars and parts only
Advertising Rates: \$30 Business Card, \$40 1/4 Page, \$80 half page, \$160 full page. All rates are for 6 issues.

CLUB HOLIDAY DINNER

WHEN: THURSDAY, December 7, 2023

WHERE: Granite City, Zona Rosa
8461 NW Prairie View Rd
Zona Rosa, MO 64153
Phone 816-287-3672



TIME: 6:00pm Social Time with cash bar
6:30pm -8:00pm Dinner

We have four selections for the dinner. Select one of the **4** entrees. The Club is subsidizing partial cost of the total dinner.

\$35.00 per person, includes **Salad, Non-Alcoholic Drink, Desert, Tip, and Taxes.**

Reservations needed by Monday, November 27, 2023.

Dinner Options (Chosen at the restaurant)

Cajun Jambalaya

Traditional Cajun rice dish of andouille sausage, chicken, shrimp, trinity of bell pepper, celery, and onion in a classic brown roux tomato sauce.

Grilled Salmon

Charbroiled Atlantic salmon served with rice pilaf and asparagus.

Chicken Toscano

Lightly breaded, pan fried chicken breast topped with melted provolone cheese, and served over garlic mashed potatoes, sautéed green beans, and grape tomatoes in a white wine butter sauce.

Top Sirloin

10 oz. Top Sirloin served with redskin mashed potatoes and green bean almandine.

Your Name(s): _____

Phone number: _____

Email address: _____

\$35.00 per Person: Total \$_____

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

Mail form and check to:

Steve Peak
8933 Country Hill CT
Lenexa, KS 66215

CLASSIFIEDS



1978 Spitfire for Sale

White with a Black Robbins stay fast top
Overdrive, mag wheels, luggage rack
Carpeting replaced, retro sound radio, seats redone.
New tires, Weber Carb, Headers
Previous owner invested over \$30,000
Clear Kansas Title
Asking \$9,800
Contact Steve Vehlewald at 913-208-5956
or stevevehlewald@gmail.com



1980 Triumph TR 7 for Sale

Clear Title in hand. Purchased in Spring 2001 from Foreign Car Enterprise/second owner. Maintained over the years by FCE and Yorkies/Anders with a major overhaul by Yorkies/Anders in Spring 2021. The odometer reads approximately 85,800. Not in bad condition for a 40 plus year old car. Interior could use some love. It just needs someone more mechanically minded than we are to care for it. Starts and runs. Happy to send more pictures or to arrange an in-person visit. Sold "as is".
Asking \$5,500
Contact Mark Hamilton -hamkcla@icloud.com



TR6 Luggage Rack

OEM
Good condition
All mounting hardware included
Pick up at YCR in Mid-town KCMO
Asking \$75
Contact Ed Curry, 913-205-8105 or ecurry@att.net

Have a car or parts to sell? Or just trying to cleanout the garage? Club Members can list your classifieds here for FREE! Just contact the Ed-itor at ecurry@att.net. Your ad will run for at least 2 bi-monthly issues!



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Thursday, Oct 5
Driving Tour

Friday, Oct 6
Driving Tour
Parking Lot Party

Saturday, Oct 7
Car Show
Banquet

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Car Display • People's Choice Judging • Concessions Available

Host Hotel

Holiday Inn Convention Center of Northwest Arkansas
I-49 and Highway 412, Springdale, AR

FOR REGISTRATION INFORMATION CONTACT

BILL WATKINS

479-636-2168

www.Britishironnwa.org

OR

DOUG SCHRANTZ

479-531-2783

dougschrantz@gmail.com





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The poster features a red vintage race car with the number 98 and a silver classic car with blue racing stripes, both on a racetrack. The background is blue with white motion lines.

2024 South Central VTR



Web page is up and operating at www.sltoa.org/vtr24info.htm, including a downloadable registration form

Planned events include self-guided drives, a "Gearhead Drive" to local auto-related destinations, Winery Tour, daily tech sessions, breakfast and dinner runs, Time-Speed-Distance Rally, Concours, Autocross, Le Mans Start and Funkhana, plus more.

Host Hotel is the Sheraton Westport Chalet—call (314) 878-1500 and mention South Central VTR or go online at

<https://www.marriott.com/en-us/hotels-stlsi-sheraton-westport-chalet-hotel-st-louis/overview/>

JOIN THE

VINTAGE TRIUMPH REGISTER

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

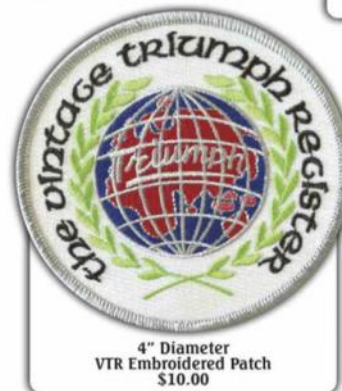
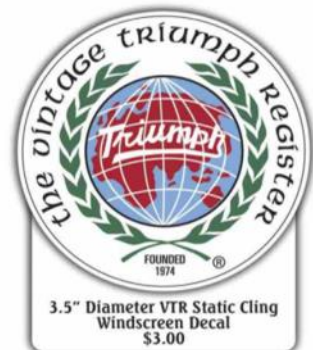
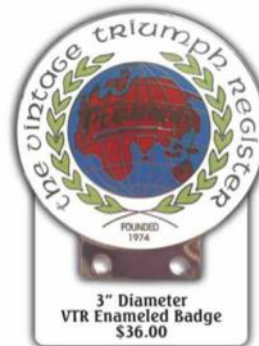
VTR membership provides:

- 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



VTR Regalia



All VTR Badges, Pins, Decals and Patches are available by sending a check payable to:

VTR
P.O. Box 229
Avilla, IN 46710

| Personal Information (for Badges) | |
|---|---|
| Name of Driver #1 (First & Last Name as they will appear on badge) | Name of Driver #2 (First & Last Name as they will appear on badge) |
| Address | Home Phone Cell Phone |
| City | State ZIP Country E-mail address |
| Club Affiliation: | |
| List additional attendees below (Family members, First & Last Name.) | Number of welcome party attendees: _____ Number attending banquet: _____ |
| 1. _____ | |
| 2. _____ | |
| 3. _____ | |
| 4. _____ | |
| <input type="checkbox"/> Check if you want to be a Concours judge (Training on Thursday) | <input type="checkbox"/> Check if you will require parking for a trailer |
| Car 1 - Vehicle Information | |
| Year | Model Color VIN |
| Car Show | |
| Event (select only one) | Class (select only one) |
| <input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice | <input type="checkbox"/> Showroom Stock <input type="checkbox"/> Modified Touring <input type="checkbox"/> Modified Prepared <input type="checkbox"/> Survivor |
| Driving Events (check the event(s) Driver 1 will participate in): | |
| <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start | |
| If running Autocross, select class if known: | |
| <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared | |
| Other Driving Events | |
| Check the events you'll participate in: | # of Attendees |
| <input type="checkbox"/> Breakfast Run Drive – Thursday, 30 May | _____ |
| <input type="checkbox"/> Gearhead Tour – Thursday, 30 May (+\$10 for Lunch) | _____ |
| <input type="checkbox"/> Winery Tour / Poker Run – Thursday, 30 May | _____ |
| <input type="checkbox"/> Breakfast Run Drive – Friday, 31 May | _____ |
| <input type="checkbox"/> Dinner Drive – Friday, 31 May | _____ |
| <input type="checkbox"/> Check if entering Crafts, Models, Photos competition | |
| Registration Fees and Regalia | |
| Item and Quantity | Subtotal |
| Registration: Early \$130, fee \$155 after 30 April 2024 | \$ |
| Additional Car: \$25 | \$ |
| Gearhead Tour (Lunch): \$10 | \$ |
| Banquet: \$65 per person <input type="checkbox"/> Special Dietary Needs (Detail below if applicable) | \$ |
| T-Shirts | |
| Design 1: Triumph Sports Car Lineup | |
| S/M/L/XL: \$22 | \$ |
| XXL/XXXL: \$27 | \$ |
| | Total |
| | \$ |
| www.sltoa.org | |

| Car 2 - Vehicle Information | |
|---|---|
| Year | Model Color VIN |
| Car Show | |
| Event (select only one) | Class (select only one) |
| <input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice | <input type="checkbox"/> Showroom Stock <input type="checkbox"/> Modified Touring <input type="checkbox"/> Modified Prepared <input type="checkbox"/> Survivor |
| Driving Events (check the event(s) Driver 2 will participate in): | |
| <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start | |
| If running Autocross, select class if known: | |
| <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared | |
| *Refer to https://vintagetriumphregister.org/competition-rules/ for concours judging criteria and autocross guidelines. | |
| Terms & Conditions | |
| Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Saint Louis Triumph Owner's Association and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Saint Louis Triumph Owner's Association reserves the right to revoke my registration and retain my registration fee. | |
| Cancellation policy: A full refund of the registration fee if you cancel on or before April 30, 2024. No Refund will be granted after April 30, 2024. However, special circumstances may be considered. | |
| Hotel/Lodging: You are responsible for making your own room reservations. The Saint Louis Triumph Owner's Association has reserved a block of rooms at the Sheraton Westport Plaza. Please call 314 - 378 - 1600 to make a reservation, mention discount code 8CVTR. | |
| Signature and date: | |
| Driver A _____ | |
| Driver B _____ | |
| Send signed form and check to: Saint Louis Triumph Owner's Association 4200 Weatherton Place St. Charles, Missouri 63304 | |



VTR 2024 Regionals - South Central Region

30 May - 1 June 2024 in Saint Louis, MO

"A Confluence of Triumphs"

Planning is currently underway for the 2024 South Central region VTR convention. More information will be added to this page over time. If you wish to register early, a mail-in registration form is currently available below. Online registration will also open shortly. We hope to see you and your Triumphs in Saint Louis next year!

Registration Forms

- Mail-In Registration: Click the link below to download a printable form. Follow instructions and mail the form to the provided address with payment enclosed in order to complete registration.

www.sltoa.org/vtr24info.htm

- Online Registration: Click the link below, and you will be directed to a secure online form hosted through RegFox where you can complete your registration virtually. **Please note that online registrations are subject to a small additional processing fee over mail-in pricing.**

<https://sltoa.regfox.com/south-central-vtr-2024-regionals>

(T-Shirt Design Previews: Coming soon.)

Events

We are currently planning a number of driving and enthusiast events to take place during the VTR Convention. Details are subject to change.

- Self-Guided Drives, "Confluence Tour"
- "Gearhead Drive" to Local Destinations
- Winery Tour / Poker Run
- Daily Tech Sessions
- Breakfast and Dinner Runs
- Time, Speed, Distance Rally (Self-Guided, using Richta Rally)
- Driving Events: Autocross, Le Mans Start, Funkhana

Hotel Information

Arrangements have been made with the Sheraton Westport Chalet Hotel in Saint Louis to secure a block of rooms for the duration of the VTR event. The following is some basic information about the hotel:

- Website: <https://www.marriott.com/en-us/hotels/stlsi-sheraton-westport-chalet-hotel-st-louis/overview/>
- Phone: (314)-878-1500
- Address: 191 Westport Plaza Drive, Saint Louis, Missouri 63146
- Map: <https://goo.gl/maps/hJPKnun818zCTXQb7>

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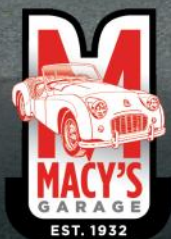
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