



# TR TIMES

## Kansas City Triumphs Sports Car Club

Volume 45—Number 6 December/January 2024



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## DIRECTOR'S DRIPPINGS

Fall to Winter

By Steve Peak

As driving season is winding down for most of us and we are putting the cars away, for hopefully a short winters nap, we look back on another successful and enjoyable year. I hope everyone had a good time at the events that each were able to attend and hope everyone can make even more events next year.

We are in the process of planning for next year. Please join us on January 4<sup>th</sup> at Pegah's for our annual event planning meeting being held on our normal Club Night Out this year. Bring your ideas and suggestions for activities.

Save the date for Drive Your Triumph Day. The date is Saturday, February 10, 2023. This is a fun event celebrated all over the world. The Kansas City Triumph Club will have something scheduled as a short driving event, (weather permitting).

I hope you and your family have a very Happy Holiday Season. Stay safe in travels, and be ready for another eventful year with the KC Triumphs!

## WELCOME

## NEW MEMBERS!

**Danny & Carla O'Neill**  
Kansas City, MO  
1973 Stag

**Jonathan & Shara Brice**  
Shawnee, KS  
1968/69 Spitfire MK3

**Gregory Henry**  
Prairie Village, KS  
1974 Spitfire

**Jerry & Bonnie Riley**  
Booneville, MO  
1974 TR6

### BOARD

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### Cover Photo:

**Matt Jenkinson leads a pack of TRs through the Corkscrew turn at the Lake Garnett Grand Prix**





## UPCOMING EVENTS

### 12/7—HOLIDAY DINNER —6:00 PM

At Granite City Restaurant, Zona Rosa. For those that have made a reservation.

### 12/19 – CRUMB BREAKFAST – 9:00 AM

Location varies around the region every month. Watch for the Evite!

### 1/4 – CLUB NIGHT OUT/ANNUAL PLANNING MTG—6:00 pm

Our normal time, but a special meeting to plan events for the new year. Come and express your opinion.

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

### 1/16 – CRUMB BREAKFAST – 9:00 AM

Location varies around the region every month. Watch for the Evite!

### 2/1 – CLUB NIGHT OUT—6:00 pm

All invited, no invitation needed, just show up!

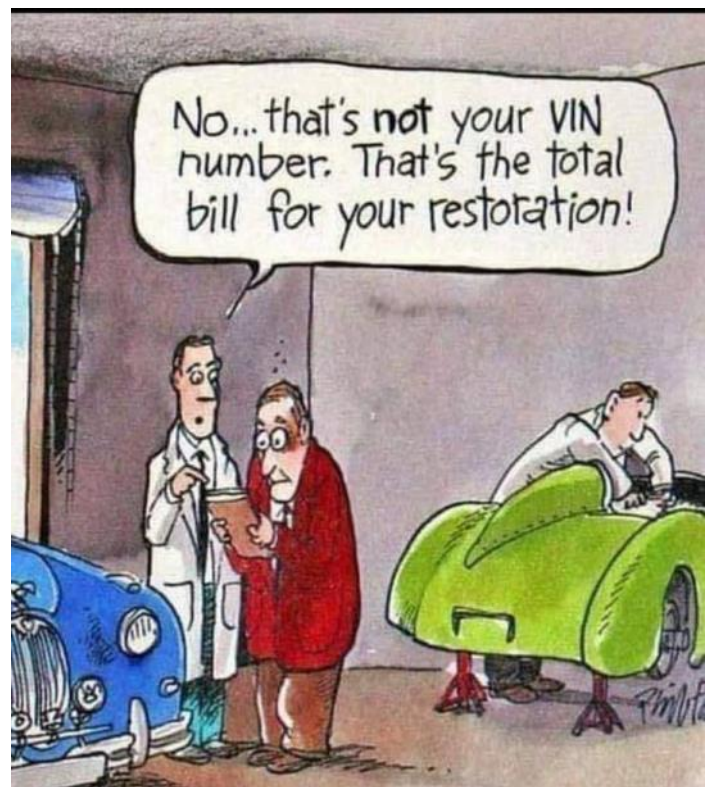
Pegah's Restaurant, 12122 W 87<sup>th</sup> St., Lenexa 66215

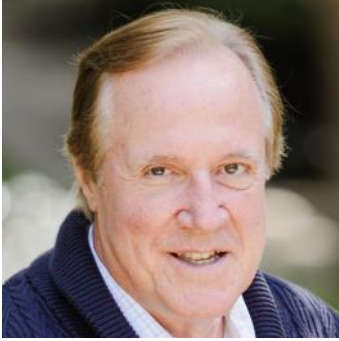
### 2/10—DRIVE YOUR TRIUMPH DAY

Join the fun for this international Triumph event celebrating Sir John Black, creator of the Triumph sport car line. It falls on a Saturday this year so we'll have more time for photo session, drive and lunch...weather permitting. Watch for updates.

### 2/20 – CRUMB BREAKFAST – 9:00 AM

Location varies around the region every month. Watch for the Evite!





## FROM THE ED-ITOR

Ed Curry

As LCB owners we're used to breakdowns, non-starts, and in-ops. It's part of the sport! With every no-go there's the opportunity to learn something and be better prepared for the next.

That was little comfort to me when my super-reliable TR7 refused to start as I was preparing to go to an event I had looked forward to for months. A key-turn indicated full ignition but not a peep from the starter. The most likely problem and easiest to resolve was the started relay. Unlike most normal cars, where fuses and relays are conveniently located under the hood, TR7s have them buried behind a small panel, at the deep end of the glove box where relays are only partially exposed. I pried-out the started relay and it test bad. A quick fix is to swap the light relay with the started relay. This yielded no results. The next attempt was to buy a new 5-pin relay which you would expect to be commonly available. They are, but only in the narrow pin arrangement for newer applications, not the old wide 5-pin type. Weeks later, equipped with the correct relay I was ready to tackle the project again.

As I grappled in the limited space, with limited visibility I finally saw a secondary problem. The main ignition circuit wire had pulled out of the back of the relay socket! This apparently happened on my first attempt to replace the relay but was not visible. One problem created another. Truly a learning experience!



All dressed up but not ready to go

## IT'S TIME TO RENEW YOUR DUES

By Larry Taylor

Your membership in the Kansas City Triumphs Sports Car Club will expire on January 1, 2024. We are planning many exciting events in 2024 and hope you will continue to support the club by renewing. **Annual dues are \$20.00** (add \$10.00 if you want the newsletter mailed to you) and cover the period from January 1, 2024 to December 31, 2024. Don't delay, renew today so you do not miss any newsletters or events.

To renew your membership, review your roster listing and email any changes or corrections to [membership@kansascitytriumphs.com](mailto:membership@kansascitytriumphs.com) and then:

- 1) **Make your check payable to KCTSCC or KC Triumphs** and bring it to any club meeting or event or mail it to Keith Jordan, KCTSSC Treasurer, 6463 Payne St., Shawnee, KS 66226;
- 2) **Or**, pay in cash at any club meeting or event;
- 3) **Or**, click [PayPal Payment](#) or the QR code to send your payment via [PayPal](#). Please indicate "2024 Renewal" and your name in the message section.



Alternately, click on [Renew](#) to update your membership information on our website and pay using [PayPal](#).

If you have already renewed your membership or joined the club on or after September 1, 2023, please disregard this notice.

If you are not renewing, we are sorry to see you go. Please email **Cancel Membership** to [membership@kansascitytriumphs.com](mailto:membership@kansascitytriumphs.com). Your reason for leaving would be appreciated.

Thank you and we look forward to seeing you at a club meeting or event soon.



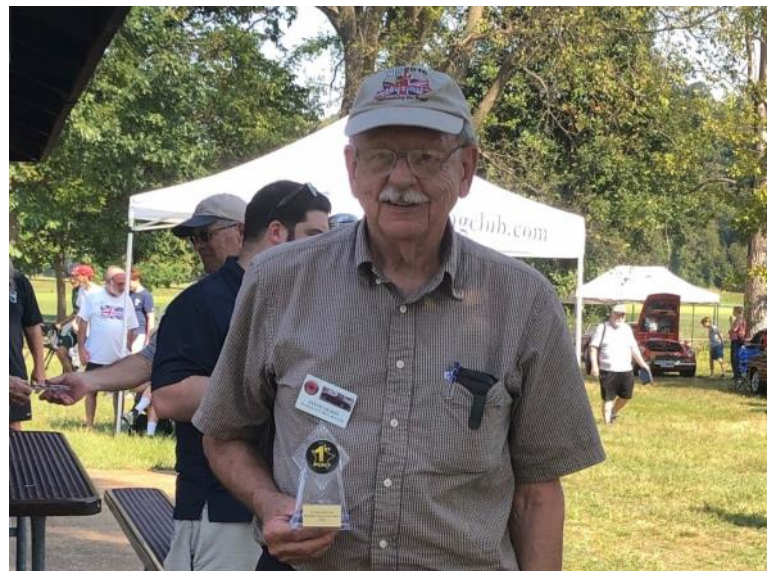
# ST LOUIS ALL BRIT SHOW

By Larry Taylor

The St. Louis All British Car & Cycle Show was held on Saturday, September 30<sup>th</sup> with a cookout the Friday evening before. Linda and I drove to St. Louis on Friday with MG Club members Rick and Monica Mills and Dave Dobbins. Jeff Givens joined us for the first leg of the drive, and we all had lunch at the Wurst Haus in Herman. Jeff went on to a class reunion in Booneville and the rest of us took back roads into St. Louis and checked into the Comfort Inn in Westport. MG Club member Tom Berry joined us there.

The show was held at Creve Coeur Park which is a great venue - across the street from a lake, parking on grass and adequate shade. The cookout Friday night was very nice, and included some margaritas and sangrias that we had on hand. Rick Brasfield in his TR6 and Steve Olson in his MG Midget arrived at the show on Saturday. With the exception of about a dozen TR6's, there was a poor showing of Triumphs - 4 TR3's, only 2 Spitfires and no TR4's or other Triumphs. I placed 3<sup>rd</sup> out of the four TR3's which was correct as the first and second-place TR3's were really nice newly restored cars. Steve Olson placed 1<sup>st</sup>, Monica Mills placed 2<sup>nd</sup> and Dave Dobbins placed 3<sup>rd</sup> in their respective classes.

Saturday evening, six of us met in the hotel lobby for a round of margaritas and sangrias before having an excellent dinner on the patio at Syberg's Restaurant. After dinner we returned to the hotel lobby and finished off the remaining liquor while telling tall tales and solving the world problems. Sunday, we drove home with the Mills. It was little hot and we got a little sunburnt with the top down. The car was also running a little hot by the time we reached Sedalia so we had to slow down a bit to keep from overheating. All in all we had a great time with great friends. I hope other Triumph Club members will consider attending this or other out-of-town shows next year.





# Brits in the Ozarks

## By Susan and Ron Ray

The British Iron Touring Club of Northwest Arkansas hosted their 21st Annual "Brits in the Ozarks" All-British Car & Cycle Show in Springdale, Arkansas, October 5-7. Our 1959 Triumph TR-3A was not yet drivable/reliable, so we took our dependable 1959 Austin-Healey 3000. Despite cold weather in the mornings for the trip down and return trip, the Healey was fun to drive, even with the top down and no side curtains!

The event began on Thursday, October 5th, with a driving tour, followed by another driving tour on the 6th, and a parking lot barbeque that evening. We headed out Friday morning down US 69 in Kansas, taking two cars because our dog-sitter arrangements had not worked out. We missed the driving tours but arrived in time for the Friday evening barbeque. Wind and cold temperatures made the meal an endurance contest for us, so we only stayed outside long enough to wait in the food line, eat, and grab some cookies before heading back to our room.

It got even colder overnight, with a low of around 40 degrees. Ron bundled up well and drove to the Saturday car show, but Susan followed a few hours later with the dog in a well-heated Honda (aka TR-Civic.) The temperature got up to 63 in the afternoon, making it a pleasant time to look at cars and visit with friends and other car enthusiasts. Approximately 147 cars and cycles were displayed at the show.

The British Iron Touring Club uses this event to raise funds for the Arkansas Chapter of the ALS Association. Kent Prather, 11-time SCCA National Champion and master storyteller, was the special guest for the Saturday evening awards banquet. Kent and his wife Kathy drove their 1971 Triumph Stag down to Springdale from their home south of Topeka, Kansas. The Prathers bought the car in 1977 for less than \$1,000 when they lived in Virginia. At the time of purchase, the engine was shot, and the automatic convertible top was not working. The car also had an automatic transmission. Today, the Stag has a 1965 283 cubic-inch Corvette engine and a T5 five-speed manual transmission. At Brits in the Ozarks, the Prather Stag won first place in its class.

We love this event because it benefits others and we have a great time! Including the \$4,867 in donations raised at the Saturday evening banquet, the car show raised a total of \$45,752 for the ALS chapter.





# LAKE GARNETT GRAND PRIX

By Larry Taylor

On Sunday, October 15<sup>th</sup>, approximately 35 members of the Triumph and MG Car Clubs attended the Lake Garnett Annual Picnic. The weather was windy and a little chilly in the morning but otherwise turned out to be a cool fall day. Larry Taylor, with assistance from Tim Karman, served hotdogs, chips and homemade chili while assorted desserts were provided by members. Members driving included Matt Jenkinson in his 1962 TR4, Ethan Jenkinson in his 1976 TR6, and Russ Sifers in his 1949 MG TC.





# Classics in the Cotswolds

By Patrick J. Murphy

My wife and I wanted to go take a short trip to Ireland and England in early September so we decided to go to the Cotswolds area in Southwest England. We thought it would be an easy trip with no language barriers with great pub food and beer. The Cotswolds was designated an “Area of Natural Outstanding Beauty” by Parliament in 1966. The villages there remain small and quaint with the architecture as it was in the 17<sup>th</sup> century. It did not disappoint with very friendly people there who still like Americans, ready to give directions and chat. Really a nice change from the larger cities such as London.



We stayed in Bath and later in Moreton-on-Marsh. While it was really great to see the architecture, tour the historic sites and enjoy great food and cocktails, I particularly enjoyed the chance viewing of some classic cars. While walking on a side street in Bath, we came upon a parked MGC. It was a beautiful ‘69 with chrome wire wheels and the UK version sporting a steel dash vs the US padded pillow dash. I asked the owner if I could take a couple of pictures as I had owned MGBs in the past. The guy said, “Sure mate, how about you sit in it and I’ll take some photos”. He went beyond that and asked if I wanted to drive it about. I declined but was flattered by his open invitation. Seeing this guy’s MGC and talking with him was delightful but what happened a couple of days later was the highlight of the trip for me.

We had plans to stay in Moreton-on-Marsh and take public transportation to a really cool village named Bourton-on-the-Water about 8 miles south. Really a super quaint place that looks more like a movie set rather than what it is; an authentic historic wool production village from the 17<sup>th</sup> century. There is an outstanding antique British car museum there loaded with cars I’ve never heard of. While returning to Moreton-on-Marsh, our city bus stopped at another

small village called Stow-on-the-Wold, again with preserved buildings and a market common area. As our bus came to a stop, I saw dozens of classic TR’s parked in the market square. I told my wife we needed to get off the bus, stay awhile and catch the next one to our home base in an hour or so. She said “Fine, then I’m going shopping!”



I walked up to a couple of owners and asked if I could photograph their cars explaining I had a ‘72 TR6 back in the States. These guys opened up with interest and sharing their experiences. Great fun. Turns out there were 45 members from the Essex Group TR Register celebrating their 50 year anniversary there in Stow-on-the-Wold. They went on the



say there were more TR’s parked in “car parks” behind the hotel where they were staying. Sure enough it was like a treasure hunt. The cars were pristine. All the TR6’s had PI, fuel injection. A few had spare tire atop the trunk lids (boots lids) as they do tours to the continent, Portugal, France, around the UK and Ireland and need room in the boot for spare parts and tools. The owners showed me how they set up the mounts getting Land Rover bonnet supports from salvage yards and custom-fitting them to their TR’s. The members extended an invitation for us to join them for dinner later that night but we had to decline.



Classics in the Cotswolds Cont.



"You squeaked by with the chitty, chitty, but the bang, bang fails the emissions test."



Remembering Summer:  
Craig Simon's TR5 in a field of Sunflowers



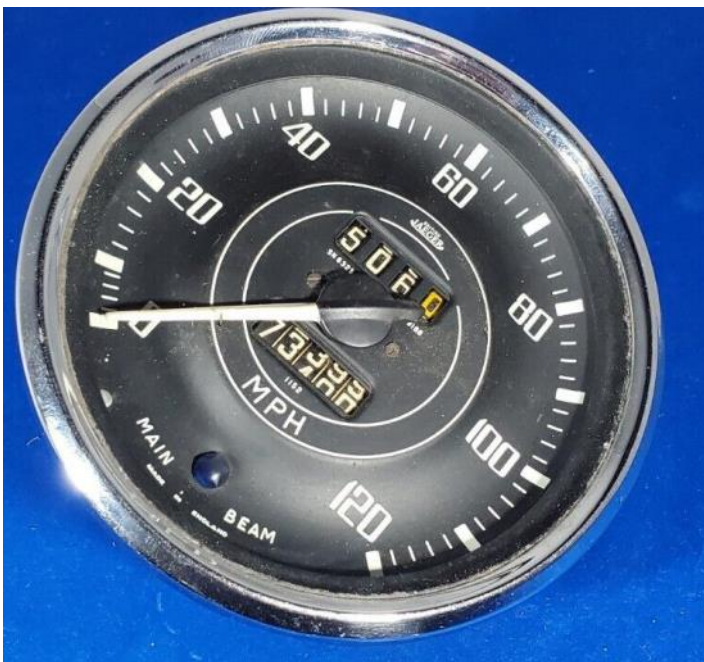


# Speedometer Calibration

By Roger Elliott

**How fast are we really going?** Pat Fischer's TR250 speedometer has been inaccurate for as long as she has owned the car due to low profile tires and perhaps the addition of an overdrive. We usually figured that an indicated 80 mph meant we were doing 70 mph. No speeding tickets ensued.

Added to that, it had the problem of a bouncing speedometer needle for the last several years. The speedometer cable was replaced in 2019. It has been lubed a few times since, which did not help much - if at all. (Pat here: That speedo needle bounced so much that I just gave up looking at it. It could bounce rapidly from 55 to 65 or 70, and I'd be figuring out some average of that to estimate speed when it bounced again or bounced higher. There was no consistency about it.)



So, I thought it was time to have the speedometer gone through and re-calibrated. I know that a speedometer needle bouncing is frequently caused by the cable, but since it was fairly new and lubed, I thought the bouncing might be related to the speedometer.

I sent the speedometer to Mo-Ma Manufacturing (<https://momamanufacturing.com/>) in Albuquerque, NM. For the recalibrating, Joey (of Mo-Ma) said to "Take Speedo out so you can see the inner cable. Measure 52 ft 9 inches. Drive or push the car and see how many cable turns it made."

Realizing that 52 ft 9 inches is essentially 100<sup>th</sup> of a mile, I tried to make it a bit closer and measure 52 ft 9.6 inches on the driveway.

Then, I disconnected the cable from the speedometer and placed a dial and a needle, that I had 3D printed, on the cable end to count the revolutions. A long, sloping driveway really helps for this testing.



3D Printed Test Clock

Pat sat in the car and held the cable and dial, and counted the revolutions, as I made sure that the rolling car started and stopped at the right points. We did this three times and came up with the same number (12.45 turns) every time. The dial and pointer made it much easier to get an accurate count.

There is a number on the speedometer face that indicates the number of turns the cable makes in one mile. For the TR250 the number is 1120, but now after the calibration the speedometer is set for 1245. The speedometer was off by about 11%.

The speedometer was sent off to Mo-Ma with the count. About three weeks later the speedometer was returned and installed in the car. The needle was steady and gauge accurate to about 45 mph. Above that speed, the needle started bouncing again.

After getting the new cable installed in a path that allowed a more gentle curve and the carpeting and center support put back in place, we took the car for a drive. The speedometer is accurate and the needle is steady. (Pat: I'd heard that Triumphs could do this! I'm so pleased!)

Continued on next page



Speedo Calibration Cont.

So, the bouncing was related to the cable not the speedometer. I tried lubing the cable again and making one of the turns in the routing less abrupt. No luck. So, Pat ordered a new speedometer cable.

Since lubing the cable didn't help, I figured the whole cable needed replacing, not just the inside cable. I was told on a Web forum that it was no problem to change the cable from underneath the car. They lied! I tried and determined that it wasn't possible. Which means taking out the transmission tunnel, at least normally. The cable had come close enough to the exhaust that the outer housing was melted some – probably didn't help with the needle bouncing.

But, the last time the cable broke, either I or someone else had cut a small access hole in the transmission tunnel to get to the end of the cable, so only the center dash support had to come out, and the carpet could just be held up out of the way. Unfortunately, the access hole was small and positioned to not be very useful. (Room enough for two fingers and no thumb.)

Clark and Clark Inc. (<https://clarkandclarkinc.com/catalog/triumph>) sells a molded access cover for transmission cover holes. Pat ordered one for her car. (Pat: It always pays to feed the mechanic new parts!) It allowed making the hole bigger and gave good access to the cable.



Original Opening



Clark Cover



Clark Cover Installed



<http://www.kansascitytriumphs.com>



Find us on:  
**facebook®**

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

# WEDGE WORDS

By Steve Olson

The Triumph Wedge is about to celebrate a milestone birthday. First production was in late 1974 so 2024 will be 50 years. I happen to like the design but that puts me in the minority. Previous TR's had sold well so what did Triumph get wrong with the Wedge? Hindsight would indicate that there were many factors.



For one thing the design itself was a total departure from all previous models. The body on frame TR2 design hadn't evolved all that much on the way to the TR6. Along the way changes were very slowly phased in. When the body was refreshed a few times the drive train stayed mostly the same. And drive train changes came mostly when the body was staying the same. All changes in design had been evolutionary, not revolutionary. That spread retooling costs slowly over several decades. And it kept loyal customers returning to buy again. Back then a new car buyer would usually trade that car in after only two or three years. And if it had been good to him he (or she) would often return to the same dealer and trade for the new model. Having a new model that would be familiar to an existing customer was important. These days cars are so well made that folks hang on to one they like and drive it for a decade.

The Wedge was a total and complete fresh new design bearing no resemblance to any previous TR except for an emblem here and there. It was a uni-body. It had a totally new engine smaller than the TR6. It was available only as a closed coupe at first. It was jarring to the senses.

Triumph knew that the older design had been pushed about as far as it could go and so they opted for a complete new design from a blank sheet of paper. If legend is to be believed that was a napkin with a rough sketch rather than the product of a large design department with lots of lengthy group meetings and focus groups. So a few teething problems were to be expected.

There was not a lot of money or other resources available for development and testing with several iterations of prototypes. The need was urgent to get a new car on dealer show floors so many steps from napkin sketch to full scale production were rushed, shortcut, skipped entirely. And though Triumph had a new modern overhead cam engine production ready it was only a 4 cylinder. Plus they needed to build the car on the cheap and quickly. That meant using off the shelf parts like Spitfire transmission and MG Midget brakes that were perhaps a bit weak for the new 2 liter engine's output.

And just for good measure they decided to build this new car in a totally new factory in a town that had never built cars before with an inexperienced labor force that was prone to strife with management. Long delivery delays and poor build quality should have come as no surprise.

When the press was introduced to the new car it was with early production cars fresh off the line that had not first been prepped and tested by factory teams. Glowing reviews were not received. And since production was bogged down, potential buyers couldn't get their hands on a car to see if the magazine's evaluators had been wrong.





Wedge Words Cont.



For these reasons and probably some more I have missed the cars came to market with two strikes against them. Dealers tried to remedy the worst of build quality issues before letting customers take cars home. That only extended the wait time to own one and escalated the cost to the factory with warranty claims by the dealers. And not all dealers caught all issues before selling the cars. Many first owners found shoddy quality and expected dealers to make corrections even though replacement parts hadn't trickled down the supply chain very well yet. For Triumph it was a fiasco.

Eventually drive trains were greatly improved and a drop head model became available. Even the Rover V8 version that had been part of the original first pre-production cars went on sale. But all that took a few years. By that time the cars had a black eye and there were not enough marketing dollars to overcome that.

Plus by then the world economy had made British cars less price competitive and the long suffering British citizens had grown tired of seeing their tax money used to prop up British automakers who kept leaking money faster than the government could pour in more. When the government pulled the plug on the life support funding, Triumph was dead.

The later cars with 5 speeds and Fuel Injection and V8s were good cars. And even the early cars that are still around have had most of the problems sorted out by now. Folks searching for a fun driver can find bargains out there looking for a home.

It is not fair to paint the management of Triumph and other British car makers as all being total idiots. They likely knew how terribly risky their choices were. But they had no other real options. Their backs were against the wall. They were competing in the global market against the likes of Ford and GM and Chrysler. Chevrolet could invest thousands of hours designing and building a custom part like a steering wheel that would be unique to only their highest trim models and for only one model year. Still that development cost would be spread across a million cars that one year. Triumph would have to use a part like that on all models for a decade. There is economy of scale that allows the biggest guys to sell their product well below your cost and still make a profit. Just like the independent car makers in the USA, British companies had to rely on innovation, risk taking, finding a niche market, and good luck. And most of them didn't survive for long despite building some great cars.



# CRUMB

## Tuesday Breakfast

By Larry Taylor

Twenty-two Triumph and MG club members met for the October CRUMB (Club Retired and Unemployed Member Breakfast) meeting at the Old 56 Family Restaurant in Olathe. This was the first CRUMB at this location in our search for a regular location in South Johnson County. There were a few hiccups – they were not ready for us when we first arrived, the seating was cramped, and ordering was slow. However, the servers were pleasant, the food was good as was the members' comradery and fellowship.

On Tuesday, November 21<sup>st</sup>, thirty-four Triumph and MG Club members met at Caleb's Breakfast and Lunch in Red Bridge for the Club Member's Retired & Unemployed Breakfast (CRUMB) meeting. This was a record turnout and there were several club members attending for the first time. As always, the food and service at Caleb's was superb as was the conversation and comradery.

The next CRUMB meeting will be at 9:00 AM on Tuesday, December 19<sup>th</sup> at Rae's Café, Rt 291 J, Independence, MO 64087. As a reminder, all club members are invited to the CRUMB meetings. You do not need to be retired or unemployed to attend.



# HISTORICAL

## FOOTNOTE

By Paul McBride

The first KC All British Car Show (1982) numbered 300 registered cars. 200+ were common for a few years but tapered after that to present figures. The show has been continuous but changed its name to Heartland when rescued by the MG club. Our KC Triumph Club initiated the Show after calling together the Jaguar Club, 3 MG clubs, Austin Healey Club, Morgan Club, Bentley & Rolls, Sunbeam, etc., and forming a committee. The 1st Chairman (somewhat reluctantly appointed by the others) was yours truly.





# TRIUMPH TRIVIA

- Winston Churchill was born in 1874 and the TR prototype debuted at the 1952 Earls Court Motor Show. Did Churchill live long enough to see a TR?
  - Yes
  - No
- Which is greater, TR oil capacity or TR cooling capacity?
  - Oil capacity
  - Cooling capacity
- The standard TR bore and stroke is 3.268 x 3.622". In engineering terms this is known as:
  - Undersquare
  - Inverse square
  - Oversquare
  - Piearesquare
- Looking down, a TR distributor rotor turns:
  - Clockwise
  - Counterclockwise
- The standard compression ratio is:
  - 8.0:1
  - 8.5:1
  - 9.0:1
  - 9.5:1
- To loosen a left-side knockoff on a LHD car, turn it:
  - Clockwise
  - Counterclockwise
- The TR3 originally raced in what SCCA class?
  - C Production
  - D Production
  - E Production
  - F Production
- A 'High-Speed Kit' was an early TR option. Which was *not* included?
  - Spats
  - Metal tonneau cover
  - Michelin radials
  - Aluminum sump

Answers on next page

## 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 prefect. 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
<b>Grille Badge</b>	\$28.00		
<b>VISORS</b>	Free!		
<b>LICENCE PLATE FRAMES</b>	Free!		



**All items and shirt sizes currently available!**

**Email your request to Keith Jordan at [ckjordan@kc.rr.com](mailto:ckjordan@kc.rr.com)**

Answers!  
1. (a)  
2. (b)  
3. (a)  
4. (b)  
5. (b)  
6. (b)  
7. (d)  
8. (c)

**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.

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



## 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](mailto: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](mailto: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](mailto:ecurry@att.net). Your ad will run for at least 2 bi-monthly issues!

## 2024 South Central VTR



Web page is up and operating at [www.sltoa.org/vtr24info.htm](http://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.

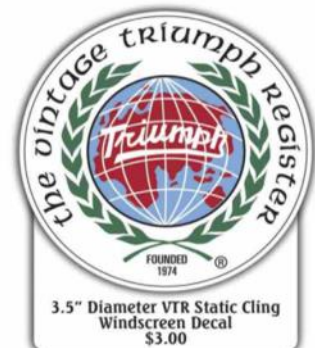
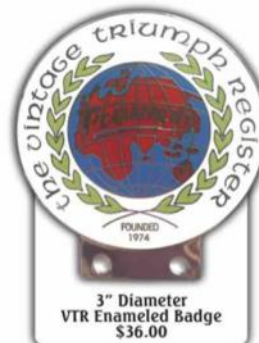
VTR membership provides:

- 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](http://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



VTR South Central Regionals 2024  
 "A Confluence of Triumphs"  
 30 May – 1 June 2024 in Saint Louis, MO  
 Event Registration Form

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**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. \_\_\_\_\_

Check if you want to be a Concours judge (Training on Thursday)     
  Check if you will require parking for a trailer

Car 1 - Vehicle Information				Car 2 - Vehicle Information			
Year	Model	Color	VIN	Year	Model	Color	VIN
Car Show Event (select only one) <input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice Class (select only one) <input type="checkbox"/> Showroom Stock <input type="checkbox"/> Modified Touring <input type="checkbox"/> Modified Prepared <input type="checkbox"/> Survivor				Car Show Event (select only one) <input type="checkbox"/> Concours <input type="checkbox"/> Concours Senior <input type="checkbox"/> Concours Preservation <input type="checkbox"/> Participants Choice Class (select only one) <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	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
---	---

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      _____	*Refer to <a href="https://vintagetriumphregister.org/competition-rules/">https://vintagetriumphregister.org/competition-rules/</a> for concours judging criteria and autocross guidelines. <b>Terms &amp; Conditions</b> 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 _____
--	--

Check if entering Crafts, Models, Photos competition

Registration Fees and Regalia		Subtotal
Item and Quantity		
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	S _____ M _____ L _____ XL _____ XXL _____ XXXL _____	\$
<a href="http://www.sltoa.org">www.sltoa.org</a>		Total
		\$

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](http://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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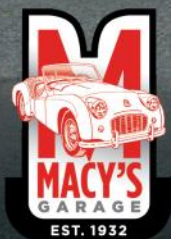
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