



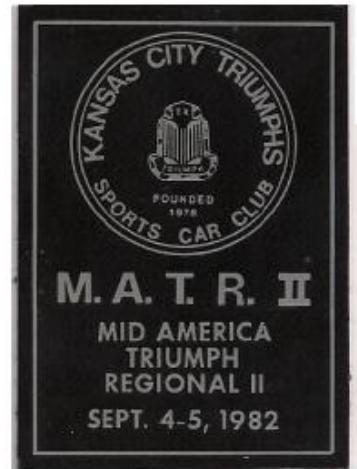
Volume 34 - Number 6

November 25, 2012

History In the making!

TR3's are Pauls' (blue) on the left and Garys' (cream) on the right. They are still driving these same cars.

See page 11



Get on board for Planning the Mid America Triumph Regional 2014!

Chapter of the Vintage Triumph Register
<http://kansascitytriumphs.com/>



Club Officers 2011	
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<p>Annual Dues are \$30.00 To Join, Pay Dues or for an Address Change, Please Contact: Bob Aguilar 12713 W 119th Ter Overland Park, KS 66213</p>	<p>Please Send Newsletter Articles to Ckigar@Hexnut.us. ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)</p>

<http://kansascitytriumphs.com/>

Directors Drippins XXXII

I When you think about it thirty-two is a fairly large number! I remember when I was younger thinking how old 32 was! I think we all have traumatic numbers in our age, 21, 30, and 40 on and on. My traumatic number was 30! I really felt that I had to become what I was going to be by the time I was 30 and that I wouldn't live much longer than that, boy was that wrong. I have more than doubled that figure, don't ask. Now I have written 32 of these columns and been director for 6 years. In January you will have a chance to elect another member to take my place.

I know you have thought many times I could do better than that dummy, now is the time

to step forward and give it a try!! I have enjoyed this time, but now it is time to pass it forward.

We had our first organizational meeting for the 2014 Regional planning committee last month, I was so proud of this group. We had at least 25 members attend and filled all the committee chair positions, without any begging or pleading. We will have our second meeting November 29 at 6pm at Birdies. Pat Fisher said there were a lot of questions and comments about it at the VTR. I was unable to go because of Laraine's illness; Pat graciously sat in

for me at the presidents meeting. The next Regional is in Waco, Texas at the end of April. The Dallas/Fort Worth Group is sponsoring it; Waco is only about an hour out of Dallas. I am going to contact the Oklahoma City group to see if they would want to caravan with us. We could make it a 2 day trip and not have to push ourselves to hard. I will have Chip include their flyer in this issue.

Other than the regional committee meeting, we only have 1 thing left on the 2012 agenda. The annual banquet, I just got an e-mail from Cynthia that we have 43 registered so far. What a great turnout! Cynthia and Ed need a big pat on the back for all the work they have done on the banquet, you might even buy them a drink. Larry and Linda have agreed to host the planning meeting again this year. Check the calendar and watch your e-mail for time, date and directions.

Thank you for allowing me to be your director for the last six years.

Keep those LBC's on the road.

Jack

Harvesters:

November 20, 2012

Twelve Triumph Club Members; three guests of Ron & Susan and four co-workers from Keller Williams Southland worked with sixteen members of a dance class. (We knew how to put things together and they added grace to our movements.) We were assigned the task of assembling bags for elementary school kid's weekend meals. I understand they end up sharing with their families so they all have something to eat. Aren't we all blessed? We had an assembly line set up, with two sides putting together the food bags. They started with empty bags and at the other end there were full bags with milk, cereal, fruit strips, canned carrots etc. At the end of the line the bags were sealed shut and placed in boxes. We were also forming the boxes and taping the bottom together. The boxes when full were taped shut and stacked on a pallet. The pallets when full are moved to a machine that turns them as they are wrapped with plastic wrap. We ended up bagging over 770 bags, in less than 2 hours.

After all this work we adjourn to Gates for some Fellowship and barbecue. Join us sometime and see why we feel so good about what little we accomplish!!

Jack

Editor's Notes



Here it is! Your new edition of the TR times. Jack did some research you'll find very interesting, see page 11. Once again Steve Olsen comes through with outstanding technical tales. We've got some British Fair(e?) coverage courtesy of Sue Ray, the Harvesters report from Jack (GREAT turnout, all!)

This issue will mark my 30th issue and I am starting to think about the advantages of term limits.

If YOU can see yourself in a snazzy bow tie, do think about the opportunity of assisting on putting the newsletter together-- do let me know!

Chip



Hear the Call?

It's time to RENEW your Membership!

Dues (\$30.00) are now due for your 2013 membership. If you haven't paid yet, please send your membership renewal dues to:

Bob Aguilar
12713 W. 119th Ter.
Overland Park, KS 66213

You can also pay in person if you go to Club Night Out at Birdies, Thursday October 4th. If paying by check, please make check payable to "KC Triumphs Sports Car Club". The sooner you pay the sooner you will be included in the next Membership Directory due out in October 2012.



To our New Members!

Alan & Jodie Kidd 1975 Triumph TR-6
Brad & Renee Wasinger, 1980 Triumph Spitfire
Mike & Kathy Coyle, 1976 Triumph TR-6



Happy Motoring!



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WEDGE WORDS I



Now that the Summer heat wave has ended the nip in the air reminds me that we should check the coolant in our cars. Anyone who has ever let an engine block split open because it didn't have antifreeze or wasn't thoroughly drained will remember how disastrous that can be. But even if your car spends the cold months parked inside a heated garage it still needs protection. Not only could your garage go cold due to a lengthy power outage, there are other evils lurking about that could seriously damage your engine.



The coolant in our engines does several things for us and preventing freezing is just one of them. The proper mix of antifreeze and water raises the boiling point so our under engineered radiators are less likely to puke their contents when we sit in a traffic jam in July. And another thing it is designed to do is help conduct more heat away from the engine so the radiator can disperse it into the atmosphere.

Our engines use only about a third of the energy in the fuel to turn the back tires. The rest is lost in the form of heat either out the tailpipe or via the cooling system. At least some of that heat gets used to warm our toes in the Winter and with our cars we get to enjoy baking our legs in the Summer as well.

But the coolant fluid has even more work to do. Our engines are made of metal and metal wants to combine with oxygen as much and as quickly as it can. The iron and steel parts want to rust and the copper and aluminum parts want to oxidize. And we don't want to let them do that! So antifreeze has magic chemicals in it to prevent oxidation and corrosion. And that is a good thing.



But like all good things, it doesn't last forever. The magic chemicals break down and wear out (just like our cars and our bodies). Every auto maker recommends replacing the coolant at some time interval. Most seem to think every two years is right. Some newer cars say five years but specify pricier extended-life antifreeze. Nobody recommends using the same coolant for decades on end.



If we drive our old cars very much we never need to worry about remembering to change coolant. After just a few years or months some hose or clamp or heater core or radiator or head gasket or water pump or some other component will fail and empty the old coolant for us all over the garage floor or along side the road. But if we don't drive the car all that much and if we have done a complete job of restoration using only the best components we can get and if we are extremely lucky then we might be driving a car with coolant that is getting rather long in the tooth.

Think back and try to remember the last time you replaced the antifreeze in your car. If that has been a few years or if you can't even remember when, now would be a good time. The price of antifreeze has climbed the last few years but it is still way less expensive than replacing the head



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gasket. Capturing and properly disposing of the old junk is the hardest part of the changing. There are some additives out there that claim just adding a small bottle of their magic will extend the life of your old coolant but I don't know if those really work or not. I'm not sure I want to risk an engine to find out.

WEDGE WORDS II

I have been thinking lately and nothing good ever comes from me doing that. But at the risk of starting a pillow fight I thought I would share my thoughts with you.



Ever wondered how many pillows your house needs? Simple logic should provide an answer. I think the primary purpose (pretty much the only purpose) of a pillow is to provide a soft support for your head when you sleep. Therefore you need one for each person who resides in the house and one for each guest who might sleep there. Need a nap on the sofa? Borrow a pillow from the bed. It is possible for a pillow to fail suddenly and of course if that

were to happen it would be late at night after all the local pillow stores had closed. You could of course always race off headed West into the next time zone hoping to arrive there before the pillow store closed up for the day. That would be a great excuse for a high speed road trip but maybe not really practical especially for those living on the west coast. After some deeper pondering I thought perhaps one spare pillow or at most two would be OK. So that settles it. The spares could even be a decorative color that matched, complimented, or accented the palette of the home to add a bit of ambiance whatever the heck that means.

That same logic unfortunately gets applied by the fairer gender to the correct maximum number of vehicles per household. Each resident of the house who is licensed to drive has only one keister. Now no matter how large that might be, it can occupy only one driver's seat at any given time. So the number of vehicles per house would equal the number of licensed keisters plus one spare in case of sudden failure. If one or more of the fleet is a vehicle several decades beyond its sell by date and especially if it is of the lubricant dripping, Lucas wired British variety then a second spare would easily be justified. Those vehicles' likelihood of failure are, to say the least, a bit greater than pillow failure so perhaps even one more spare vehicle than spare pillow could be justified.

But at some point the logic for more spare vehicles starts to break down. The further you go with it the thinner the ice you are skating on becomes. A wise man might want to

keep one of those spare pillows in his vehicle along with a blanket just in case he ends up having to try to sleep there.

WEDGE WORDS III



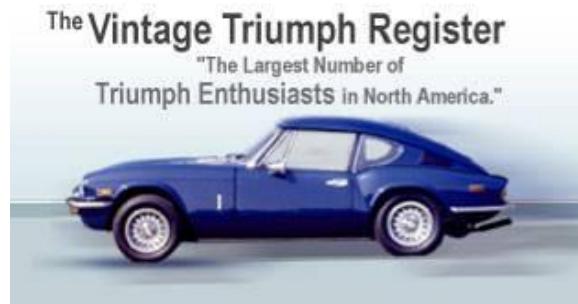
A while back I wrote about my tribulations with re-installing the heavy weight 5 speed tranny in my TR8. Fellow club member Richard Woody read it and later told me he had used a method that could have helped me.

First take one of the bolts that fastens the bell housing to the engine block and go to the hardware store to get a couple of bolts of similar diameter and thread but much longer. Then saw the heads off these long bolts and grind a screw driver slot into the end where the head was. Now you have made long studs out of them. Screw these studs into a couple of bottom holes in the engine block. Use your trolley jack to lift the front of the tranny and jockey it till it slips onto the studs a bit. This will hold and stabilize the tranny while you move the jack toward the back end of it so you can lift it up into position. Once you get it shoved home and get a couple of upper bolts started, you can unscrew the studs with a screw driver and remove them.

Sounds simple enough. I can remember seeing this technique or one similar used back in my teenage years on working on old Chevy 3 speeds. Back then transmissions were fairly light weight and I was fairly strong so I didn't need to use this trick and had forgotten it. A variation is instead of using home made studs to just get the tranny close enough at the bottom to cram a couple big Phillips screw drivers through the bell housing holes and into the block.

Be careful using these tricks. Not only could the tranny slip and fall on you but you are putting a lot of stress on the bolt holes in a direction the designers never intended. If you have good luck with this then you can thank me. If not then just blame Richard and remember that I warned you to take great care.

Steve Olson



Membership forms and all the benefits of membership are online at <http://www.vtr.org/>

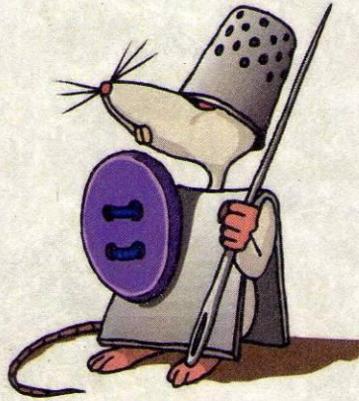
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27th Annual British Faire

Ever since we joined the Triumph Club and Carol Olson told us about the Annual British Faire, I've wanted to attend. It sounded like so much fun!

So on Saturday, November 10th, a beautiful, almost balmy day, we drove our TR-3a to the Lenexa Community Center. Two friends from the Austin Healey Club of Kansas City were already there, Mike Osipik with his Bugeye Sprite, and Mac Humphries with his beautiful Austin Healey 3000 (roll up windows). Three to four Jaguars were also on display. We saw Steve Olson and his TR-8, too, but he was planning a pilgrimage to Victoria British later in the day for some parts.

Healey, Triumph, Healey



British Car Display



Pink "Lady"?



Duke and Duchess?

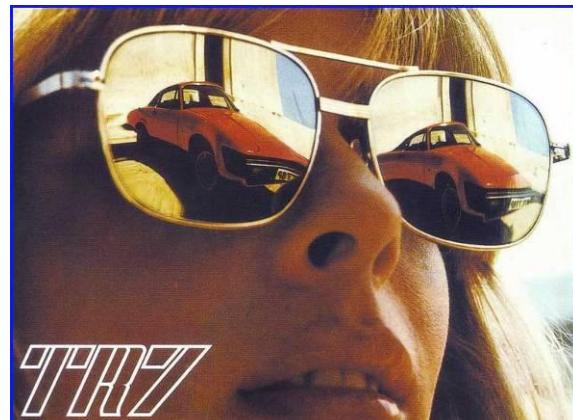


Guests in Costume

The guys spent a little time inside looking at the booths. I enjoyed seeing folks in costumes, both presenters and guests, and getting a head start on Christmas shopping.

The Faire was a successful benefit for the charities, according to Carol, and well worth the trip for me!

Susan Ray

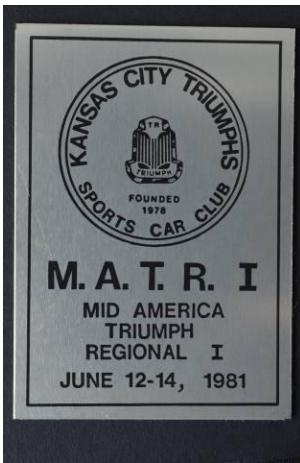


First South Central Regional 1981



Kansas City Triumph Sports Car Club was formed in 1978 after two of the founders had attended a VTR in Indianapolis. By 1981 they felt that there should be a regional show in Kansas City. "The biggest Triumph event the Midwest has ever seen."





They began planning in the fall of 1980, and by January, 1981 they had had their first official committee meeting. Five sub-committees had been formed; Advertising and public relations; Prizes and awards; Technical sessions and tour of Kansas City; Concours and Skill driving events and Registration and motel reservations. They had named the event M.A.T.R.1 (Mid-America Triumph Regional One) and selected the dates June 12 and 13th, 1981.

The March Newsletter reveals that they had made good progress; with the location chosen and a fair rate negotiated with the motel; the Banquet scheduled; Advertising placed in Old Cars Weekly and scheduled in other publications; Champion Spark Plugs had been contacted and were holding the tech session; planning the Route for the Tour; the VTR had been contacted to

provide factory films for the event; concours judging forms and arranging for the trophies and had formed the following schedule:

Registration:	Opens at 8:00 a.m. Friday morning
Tour:	1:00 – 3:00 p.m. Friday
Tech Session:	7:00p.m. Friday with films following the Tech Session
Flea Market:	8:00 a.m. – 1:00 p.m. Saturday
Concours:	1:00 – 4:00 p.m. Saturday (11 classes)
Awards Banquet:	7:00 p.m. Saturday
Flea Market:	8:00 a.m. – 12:00 p.m. Sunday

Registration cost was \$20.00/family. The Banquet was a buffet, \$18.00/couple with a cash bar, live music and dancing. Motel rates were \$31.00 for a double.



The M.A.T.R.1 was a success with 24 to 30 cars being shown. They drew 2 rare models, a 1950 Renown Salon and a Stag V8. Pauls' articles about the weekend were printed by TSOA Triumph Newsletter and The English Channel, newsletter supplement to the Vintage Triumph Magazine. The M.A.T.R. was continued for 2 more years by the Kansas City Triumphs'. It was the start of what is now the Kansas City All British show that still continues, and evolved into the South Central Regional. Years 2 and 3 they had dash plaques and trophies separate from the All British. The regional entrants were judged as they would have been at a separate regional show.

I have researched this event by using our group's archives of newsletters and by questioning Paul McBride and Gary Davis's memories of the event. Paul and Gary were the founders of The Kansas City Triumph Sports Car Club and involved with the establishment of other events still continuing in the Kansas City Area. I was lead to do this research after attending the Regional in Broken Bow this year and Kansas City Triumphs being selected to host the 2014 Regional. The history in the brochure from Broken Bow began with the first regional being held in 1985, perking my interest in this history.

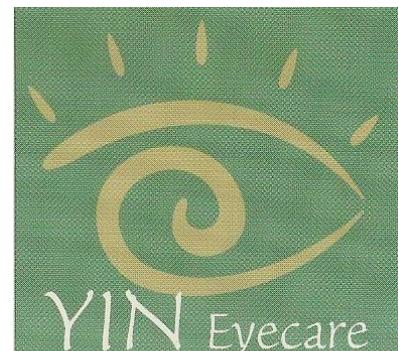
As I stated earlier Gary and Paul are still very active and just happen to both be driving the same small mouth TR3's they were driving in 1981.

JACK



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Triumph Club Barbeque

Triumph Club Barbeque was a lot of laughs, Thanks to Steve Boyce and his good sense of humor. We had a great turn out with lots of fine cars on display in the yard. Ann was out of town due to Kate's surgery so John and Nancy Maas pitched in to help me host. I would like to thank them and all the others who helped that night. Richard Woody



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TOTAL KC TRIUMPHS CLUB TREASURY 11/30/12

	<u>Year To Date</u>	<u>Current Month</u>
COMMERCE CHECKING BALANCE 01/01/12:	\$3,508.62	
 INCOME		
Advertising	\$290.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$390.00	\$30.00
Membership Dues, Renewal	\$1,560.00	\$60.00
Other Inc., Donations	\$0.00	
Other Inc., Grill Badges	\$47.00	
Other Inc., License Plate Frames	\$24.00	
Other Inc., Raffles for Charity Donations	\$128.50	
Other Inc., Raffles for Regional VTR Seed Money	\$362.00	
TOTAL INCOME	\$2,801.50	\$90.00
 EXPENSES		
2014 Regional VTR, Hotel Expenses	\$500.00	
Administrative	\$104.75	\$21.71
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity, 2011 Lupus Foundation	\$300.00	
Charity, 50/50 Raffle Donation to Mind Drive	\$34.50	
Entertainment	\$431.50	
Gifts, Awards	\$32.60	\$32.60
Gifts, Misc	\$105.73	
Gifts, Name Tags	\$955.19	
Insurance	\$150.00	
Misc.	\$5.67	
Misc., License Plate Frames	\$290.96	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$15.00	\$15.00
TOTAL EXPENSES	(\$2,965.90)	(\$69.31)
 INCOME - EXPENSES:	(\$164.40)	\$20.69
COMMERCE CHECKING ENDING BALANCE 11/30/12:	\$3,344.22	
CASH BOX	\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY 11/30/12:	\$3,379.22	

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2012 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
November					
1st	Club Night out	6:00 PM		Birdies	
10th	Steamboat Arabia	?	Ed Blend	River Market	Ed to arrange
20th	Harvesters	6 - 8PM	Jack Edwards	Harvesters	
29th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
December					
6th	Christmas Banquet	?	Cynthia Yin	?	Cynthia and Ed among others to determine
2013					
January					
12th	Planning Meeting	TBD	Jack Edwards	TBD	
Undated					
3rd Sat of Month	Top Down Drive with Ron. Open to side curtain cars. Ron emails destination, meeting place and time one week before the run	11AM approx.	Ron Ray	?	
?	West Bottoms Antique Tour	?	Chip Kiger	?	Drum up interest and Chip to set up
?	Weston Tour	?	Larry Taylor	?	If we can drum up some interest

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The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. Also look for club events listed in the .Fun on Wheels. column in the automotive section of the Kansas City Star. In addition, **all club members receive a 10% discount on parts from Victoria British.**

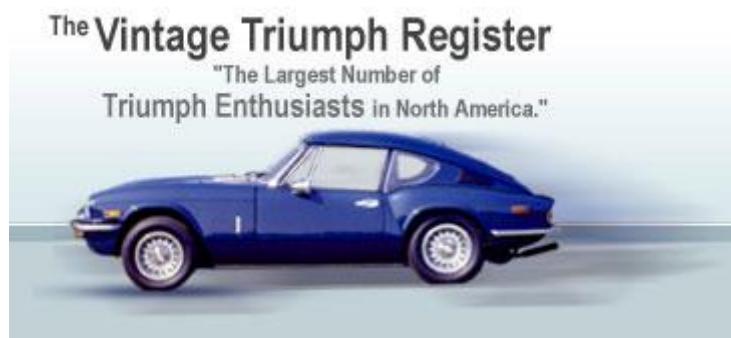
Don't have a Triumph or your car or cycle is not a showstopper? Don't worry . we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 eachyear) payable to .Kansas City Triumphs. to:

Robert Aguilar, Sec.-Treasurer.
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Overland Park, Ks. 66213
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Year Model Commission #

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Membership forms for the VTR are online at <http://www.vtr.org/>