



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 44—Number 4 August/September 2022



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DIRECTOR'S DRIPPINGS

The Dog Days of Summer

Steve Peak

We all love summer, like soaking up the sun on the beach or by a pool with family and friends. Hopefully vacations and outings are on everyone's agenda, just remember to get out and enjoy the little British car.

June brought us a great evening at Kactus Creek Croquet. We had a great showing and were able to get everyone time on the court. Thanks to Larry and Jeff for cooking the hot dogs.

This year we had the Heartland All British Car Show with the Jaguar show at Crown Center. It was hot but we had a decent showing from all clubs. Remember, this was a replacement date/venue for the show that has been held in Merriam on Labor Day weekend.

The heat of July has slowed down some of the driving events, but The Great Car Show at the WWI museum had a great showing of all kinds of cars. Foot traffic was amazing with a lot of families coming down to check out the cars.

The Kim Aguilar Memorial Jazz & Wine Festival at Holy Field Winery will be hot but hopefully well-attended as always.

Hopefully, everyone remembers about the CRUMB breakfast that are the 3rd Tuesday of every month at different locations around KC.

For fellow VTR members if you did not receive Issue #192 please email Richard Birch at birch-tr6@gmail.com and he will get one out to you.

Beat the heat, just keep driving faster to turn up the A/C.

WARREN WOOD TO LEAVE BOD

I have decided to retire as Club Secretary. Looking back over the past meeting Minutes, I found that I have been fulfilling this position since December 20, 2016, as Acting Secretary, and I was elected to the position of Secretary at the Annual Meeting on January 21, 2017. I have been doing this now for a little over four and a half years. Time flies when you are having fun! We are scheduled to hold officer elections at the December 2, 2022, Annual Meeting, so that seems as good a time as any for me to retire and to hand this function over to an enterprising member who wants to get more involved in Club activities. If the Club needs more time to find a willing volunteer for the position, I will be happy to extend my involvement for a reasonable period.

I was quite pleased and honored when Paul McBride asked me to volunteer for this position in 2016. Over the past several years I have met a number of interesting people and have enjoyed many experiences that otherwise would not have happened had I not accepted the position of Club Secretary. This has been very rewarding for me, and I thank all of you for help and your friendship.

This will not be the end of my involvement in Club activities. I still intend to remain active in the Club as long as I am able!

Sincerely,
Warren Wood

BOD NOMINATIONS OPEN!

With Warren's departure, the Secretary position is open. In fact, all Board of Director positions are open for nominations annually. So, if you're tired of the same old faces, step-up and nominate yourself! We need new people and new ideas to keep our club vital. If you feel you can contribute, become involved!

UPCOMING EVENTS

8/4 – CLUB NIGHT OUT—6:00 pm

All invited, no invitation needed, just show up!
Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

8/16 – CRUMB BREAKFAST – 9:00 AM

This month's location is The Corner Café, 4215 S Little Blue Pkwy, Independence, MO 64057 (off of I-70 just east of I-470 near the arena). Watch for the Evite!

8/20 – TECH MEETING

FRAM-OFF RESTORATION – 9:00 AM

Featuring a TR3 complete chassis and stripped body tub in addition to visuals of other TR3, TR4 and TR6 restorations. Saturday, August 20th, 9:00 AM at Your Classic Ride, 2711 Warwick Trafficway, KCMO 64108. Watch for the Evite!

8/25—TOUR OF EMPIRE AUTO—11:00 AM

The owners of this classic car restoration shop will show us current projects. They are doing an increasing amount of work on LBCs. Address is, 633 Southwest Blvd, KCK 66103. Yes, it's on a Thursday morning as the shop is only open Monday to Thursday.

8/28-9/2 - VTR NATIONAL - Galena, IL

Compete in an autocross challenge, participate in a funkhana event, drive in a road rally on carefully selected back roads, and even learn about your car in expert-led technical sessions. Featuring Guest of Honor Tim Suddard, Publisher of Classic Motorsports Magazine. See attached flier with details.

9/17 – ST LOUIS ALL BRIT CAR & CYCLE SHOW

The St. Louis All British Car and Cycle show is an annual event that has been taking place for over 30 years. The show brings out a wonderful selection of the finest classic and more modern examples of the British Automobile (car) and Motorcycle industry. Come and visit to see over 150-200 beautiful cars and perhaps relive a few memories. The show takes place in Creve Coeur Lake Park and offers a wonderful scenic setting by the lake with shade from some large trees. See attached flier with details.

9/23-24 -BRITS IN THE OZARKS

The 20th annual Brits in the Ozarks Car Show is coming up September 23 and 24, 2022. Technically, Thursday, September 22 as well, if you want to go on a group ride of the area. The party is Friday 9/23, and the show is Saturday 9/24 with the awards banquet that evening. Special guest speaker is Richard Lentinello, publisher of Crankshaft Magazine. See attached flier with details.

BOARD OF OFFICERS

Director: Steve Peak
kctr4a@outlook.com

Assistant Director:
Larry Taylor
Larry@taylorgroupcpa.com

Secretary: Warren Wood
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Treasurer: Keith Jordan
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Activities Co-Coordinators:
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Webmaster & Publicist:
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Kwymore77@gmail.com

Historian: Paul McBride
pmcbtr3@everestkc.net

Past Director:
Steve Vehlewald
stevevehlewald@gmail.com

THIS NEW WRENCH IS AMAZING.

One side is "Standard",



the other side is "Metric".

We truly do live in an age of technological marvels.

HEARTLAND ALL BRITISH CAR & CYCLE MEET

Warren Wood

British car enthusiasts around the Midwest enjoyed another installment of the annual Heartland All British Car & Cycle Meet on Saturday, June 11. This year's show combined with the Jaguar Club's Concours d'Elégance and moved to a new venue at Crown Center in KCMO, having previously been held at the Merriam Marketplace. Skies were clear, and the weather was hot.

It was reported that ninety-nine vehicles were pre-registered for the show, and another fifteen registered at the gate the day of the show. It didn't appear quite that many vehicles actually attended. By my unofficial count, seventeen Triumphs were on display including five TR3s/3As, six TR4s/4As, two TR6s, two Spitfires, one GT6, and one TR7, somewhat of a disappointing turnout as compared to previous years. A list of Participants' Choice winners in the Triumph classes and a number of photos from the meet may be found on page 6. Club member Steve Olson won a second place ribbon for his '67 Midget.

We were happy to see member Michael Robins with his TR4A at the event. He is recovering nicely after a terrible attack against him that happened as he was jogging last December in the St. Joseph, MO, area.

For more extensive coverage, including a complete list of winners in all classes and a multitude of additional photos, see the show's web page at: <https://heartlandallbritish.com/index.html>.



All British Show Cont.



All British Show, Cont.

2022 Club Winners

Participants Choice Awards

<u>CLASS DESCRIPTION</u>	<u>FIRST</u>	<u>SECOND</u>
MG Midget & AH Sprite -----		Steve Olson, 1976 Midget, Maroon
TR2 & TR3	Jeff Givens, 1959 TR3A, Red	Keith Jordan, 1957 TR3, Red
TR4, TR4A & TR250	Steve Peak, 1966 TR4A, BRG	-----
TR6 69 through 73	Warren Wood, 1972 Brown	William Cunningham, 1971 Red
Spitfire & GT6	Roger Elliott, 1980 Spitfire, White	-----
British Saloon	-----	Shannon Dunn, 1967 Triumph Herald, Red
British Sport	-----	Ed Curry, 1980 Triumph TR7, White



Steve Olson



Jeff Givens



Keith Jordan



Steve Peak



Warren Wood



Bill Cunningham



Roger Elliott



Shannon Dunn



Ed Curry

CROQUET OUTING

Larry Taylor

On Thursday, June 9th eighteen club members gathered at Kactus Creek Croquet Club located in Parkville. This facility is the only professional croquet court in the area and is home to several regional and US croquet association national champions. The Triumph Club provided hot dogs and chips for dinner and club members brought side dishes or desserts to share. After dinner, Ellie and Matt Griffith, who are nationally ranked croquet players, explained the rules and finer points of playing golf croquet. We then divided into teams of two and played several rounds under the supervision of Ellie and Matt. The weather was perfect, and a good time was had by all.



HICKS BRITISH



CAR PARTS

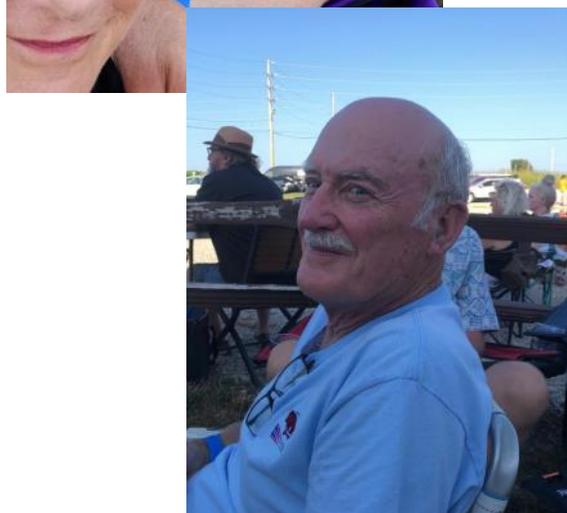
hicksbritishcarparts.com

Mike Hicks Phone: 913.980.9292
Email: hrepair@yahoo.com

KIM AGUILAR WINE & JAZZ AT HOLY FIELD

Larry Taylor

On Friday, July 22 twenty-one members and guests gathered at the Holy Field Winery in Basehor Kansas for an evening of jazz, food and wine in memory of Kim Aguilar. In addition to the wine, we enjoyed the Nace Brothers band and sandwiches from Mr. Goodcents complements of Bob Aguilar. The temperature that evening hovered around 100 degrees but with shade and a breeze the evening was fairly pleasant. However, only four LBCs made the trip.



TECH SESSION – FRAME-OFF RESTORATION

(And everything in-between)

Ed Curry

Featuring a TR3 complete chassis and stripped body tub in addition to visuals of other TR3, TR4 and TR6 restorations.

Whether you're considering a major project or have done your own restoration, this is the opportunity to see how it's done or learn new tricks. I've completed various levels of restorations on six TR3, 4 and 6s and now have my seventh in the reassembly stage. We'll use that chassis and body tub as a demonstrator along with large screen slides of the other projects. I'll touch on many topics but if you have specific questions, we can cover them in more depth.

Topics include:

- Separating body from frame
- Frame repairs
- Suspension rebuild
- Body repairs
- Carburetor rebuild
- Engine rebuild and test start

The session will be held Saturday, August 20th, 9:00 AM at Your Classic Ride, 2711 Warwick Trafficway, KCMO 64108. Avoid using Main Street as access, as the new street-car installation has some sections closed. Coffee and morning munches will be provided. Watch for the Evite!



TRIUMPH FORUMS

Keith Jordan

The British Car Forum at britishcarforum.com

The Triumph Experience at triumphexp.com

Triumph Register at tr-register.co.uk (UK-based)

Triumphs List Server <http://auttox.team.net/mailman/listinfo/triumphs>

6-Pack Car Club (TR6 & 250 models) <http://www.6-pack.com>



TECH TIP

TR3 CHOKE FIX

Larry Taylor

When I recently had my TR3 at Gary Gumming's to have some work done, he noted that the choke would not fully extend. This was an issue I was aware of but had given up trying to fix it. He suggested that the forks on the carburetor choke connecting rod be placed fully behind the choke levers as shown on figure 28 on page 35 of the TR3 owner's manual rather than having the forks straddle the levers. I made this change which requires a 5/8" clevis pin for the back connection and, as promised, the choke now fully extends and is easier to operate.

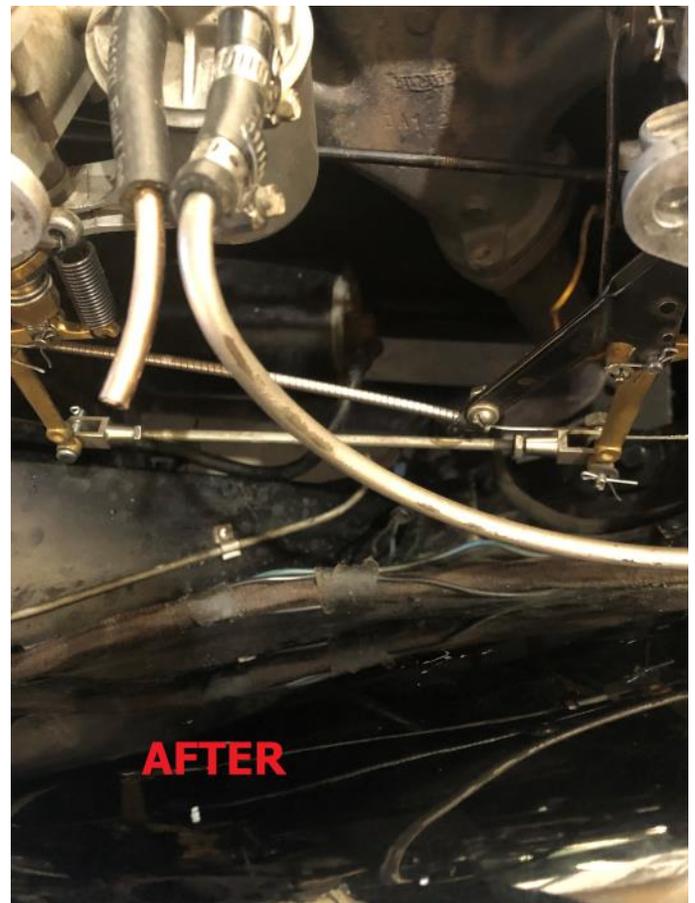
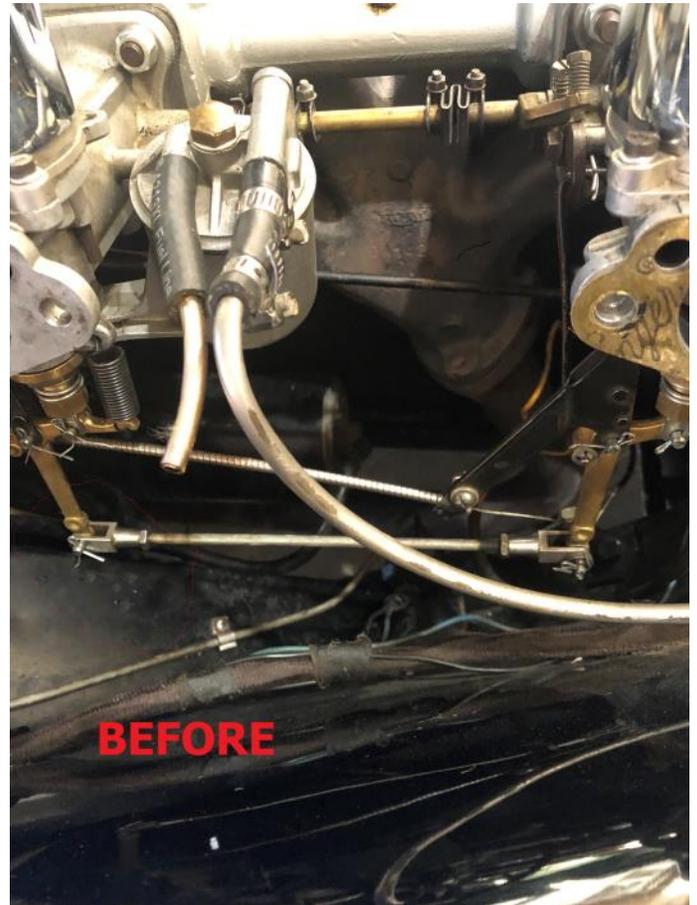


Fig. 28. Carburetors.

- | | |
|------------------|--------------|
| 1. Air cleaners. | 6. Return s |
| 2. Dampers. | 7. Jet adjus |

WEDGE WORDS

Steve Olsen

My Triumph TR8 has not been getting much attention lately. We started to a car show in Toronto Canada in our MG Midget and just one day and about 500 miles from home the engine went from a 4 cylinder to a 3. Not knowing what the cause was, only that it was internal, forced the decision to cancel as many reservations as possible and turn tail and try to get home. The late MG Midgets share the same Triumph engine with the Spitfire. The fact that we were able to drive back home under our own power and still keep up with Interstate traffic on only 3 working cylinders is a testament to the ruggedness of that engine. Turns out the reason for no compression on #3 was a broken top ring, burned piston, and slightly damaged cylinder wall. Activity in my garage has been confined to pulling the broken engine and replacing it with my spare that itself is far from fresh.

In the process I decided to try and upgrade the front seal in the transmission which is also the same as that used in the Spitfire. Until sometime in the 1977 model year these transmissions used only a scroll to keep the transmission lube inside. That ancient technology worked but not very well. To upgrade to the later lip seal means more than just buying a seal and popping it in. Not only is the transmission snout different but so is the transmission input shaft. Most of our suppliers have one of these parts but not the other. Spitbits.com for instance had the snout plus the seal but not the shaft. I am not sure putting in a new input shaft and having its new gear mating with the old gear inside would actually work out well. And the new parts cost more than the spare change likely to be found in the couch cushions. So my plan was to find a seal that would match the old shaft and carve out a spot for it in the existing snout. Someone with a metal lathe could do that easily in just a few minutes. I had an electric drill and some cheap grinding stone bits. I just needed to modify a cup shaped indentation to a stepped one with a 1.5" diameter and it only needed to be at least 3/8" deep. I spent a lot of quality time in the garage getting that much metal ground away. And the shape I ended up with was semi-precision at best.



When I went to buy a seal I found that getting one for a 15/16" shaft was not going to be easy either. Obviously too loose would be no use and one too tight would not go on. My digital caliper showed a 0.93" shaft and seal makers list those in their catalogs but all I found were special order and not available. Some listed the 7/8" seal as being able to handle up to .93". My buddies at O'Reilly ordered one for me and it came in the next day. It didn't fit snugly in the rough opening I had made so I mixed up some JB Weld to take up the slack. How well will that actually work? As I write this I don't have the car back on the road but I have high hopes.

I am sure others have solved this problem before but learning the hard way was more entertaining. I modified the snout to be like the late model one and found a seal that should, in theory, work with the old shaft. In hindsight I should have just purchased the new snout. If your Spitfire marks its territory with sticky transmission lube just live with it. Transmission lube is pretty cheap. But if you have the transmission out for some other reason then, you might want to think about adding a seal.

At least my TR8 has made a faithful vehicle to make many trips to the parts stores for the Midget project.

CRUMBY Tuesday Breakfast

Larry Taylor

On Tuesday, June 21st twenty-two Triumph and MG Club members met at Miss B's Café in Louisburg, KS for the monthly Club Retired Unemployed Members Breakfast, or CRUMB. It was a good morning for a drive, and we enjoyed good food, good service, and good conversation.

On Tuesday July 19th, twenty-one Triumph and MG Club members met at Pegah's Family Restaurant at Johnson Dr. & K-7 in Shawnee. The weather was hot but there was still a good turnout.

The next CRUMB will be Tuesday, August 19th at 9:00 a.m. at The Corner Café, 4215 S Little Blue Pkwy, Independence, MO 64057 (off of I-70 just east of I-470 near the arena). Watch for the Evite and please RSVP if you plan to attend.

As a reminder, all members are invited to attend, even if they are not retired or unemployed. Future meetings will be on the third Tuesday of each month at 9:00 AM at various locations around the city based on member recommendations. Please contact Larry Taylor with any suggestions.



**How many Triumph Club members
does it take to check the oil? ...**

Celebration of Gary Perry's Life

Paul McBride

Former club "Lifetime Member" Gary's many family & friends met last Saturday at the farm of his daughter & son-in-law for an afternoon that was indeed a celebration!

Seven of our club members were present to reminisce among much food, photos, and memorabilia: Jerry & Susan Davidson, Ron & Susan Ray, Steve Olson, and Paul & Margaret McBride.

A large cool barn was a perfect meeting place and Gary's TR6 was parked on the lawn.



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CARS THAT MAKE ME GO HMMM...

Craig Simon

Anytime my wife and I travel, I'm always looking for a good picture. Anything that makes me go hmmm, is especially on the top of my list. Being a car guy, pictures of anything with a motor and wheels or auto related is also right up there.

Here are a few for your entertainment.



Paddleboat cars in Prague



Amphicar on river barge in Paris



Propane tour cars in Prague



Parking snarls in Malta

Interesting article about these cars from Czech DOT from 2019:

“Out of 58 mock historical cars that were inspected, 55 had problems. Ten had to be towed immediately and 22 were given a 30-day notice to fix defects.”

MEMBER UPDATES

Keith Jordan: I've decided to sell my 1957 small-mouth TR3, purchased in October 2017. It had been frame-off rebuilt/restored by a former airline mechanic in 1987. Even though it had less than 10K miles on it in the intervening 30 years, I had the drivetrain (engine, gearbox, OD, differential, and exhaust) rebuilt over the winter of 2018-2019 by Macy's Garage. It has had less than 5K miles since then. The carburetors were rebuilt by Joe Curto in 2018. Later in 2019, I had Macy's rebuild the rear shocks and front suspension. Gary Gumminger installed Pertronix ignition, and it runs quite well. Mark Canaday performed some body work with a partial repaint in 2021. Also in 2021, I installed a "Stone" color leather interior and weather gear by John Skinner of the UK. The car has 48-spoke wire wheels and Michelin XZX tires that were tuned by Hendrix Wire Wheel in 2018. I've avoided driving it in inclement weather.

I've contracted with "Bring a Trailer" to sell the car through their online auction. Anyone interested will want to bid through the auction.



Craig Simon: Dropped by and talked to Jesse Prather about fine tuning my 5. He thought it would fun and rather straight forward. Set up August 25th for shop time. Between Gary Gumminger and Prather, I feel pretty lucky, I can handle any issues my injection system might have. Mind you since George's imports got it running 17 years ago, I have yet had a major problem. I'm hoping Prather can take it to next level and fine tune it. Gary Gumminger is also going to be at tune up session.

With that said anybody interested in a TR5, should not be worried about injection issues. We are lucky to have someone who can work on them so close.

How about two TR5's in the KC club? It would be pretty cool. *See ad in classifieds—Ed*

Wally Cleaver: Picked up his new TR3. Dig those cool whitewalls! Beaver is never going to get near it.



Russ Sifers: Lester "Pops" Neidell has been racing cars for half a century. Les has registered for Lake Garnett this October and plans to bring his '33 Plymouth roadster to the track and the car show. Unfortunately, someone just stole his trailer and now Les needs a 16-20 ft. enclosed trailer to haul his car from Tulsa to Lake Garnett.

If you know of a trailer for sale (or borrow?) please contact me.

Russ Sifers, 913-491-4781,
Russ@VALOMILK.com.



These 5 British roadsters are holding their value—or better

Hagerty Insider, Andrew Newton, June 2022

With all that's going on in the collector market these days, good-old-fashioned British sports cars are often overlooked. Mainstream models from MG, Triumph, and Austin-Healey offer that rare mix of gorgeous-yet-unpretentious styling and a fun-focused, minimalist mindset that's missing from most cars built since 1980. They're also highly rewarding choices for any enthusiast who cares less about the 0-to-60 time than how a car makes them *feel*. Sure, you might need to get your hands dirty a little more often, but that's part of the appeal.

British sports cars are a huge part of the collector car market and have been since before many of the folks writing here picked up a keyboard. There's a reason, though, that we don't devote many headlines to old English roadsters: *Insider* reports on market trends, and this corner of the market hasn't seen dramatic change. "Stable" and "quiet" describe most British car values relative to the frenzy among other sub-\$50K collector cars, and Hagerty's British Car Index is traditionally among the steadiest of the seven indices we track. But with everything from Mustang IIs to Mondials getting far pricier over the past 24 months, even some British car prices have awakened from their slumber. With that, we figured it was a good time to check in on five of the most popular British classics.

The full article profiled two Triumphs, two MGs and an Austin-Healey Sprite. Only the Triumphs are excerpted here. - ED

1955–62 Triumph TR3



Between cheap and cheerful MGs and more luxurious, expensive Jags slotted Triumph's attractive yet affordable sports cars. On American shores, the TR3 was Triumph's first sales success. Although the TR3's 1991cc overhead valve four is famously descended from an old Ferguson tractor, as a genuine

100-mph roadster and the first British production car with front disc brakes, it was a very popular road and rally racer in period. It feels a lot faster than it is, due in large part to its smooth torque delivery and dramatic, down-cut doors that expose its occupants to Mother Nature.

The first major update for the TR3 came in 1957 with the TR3A (never officially referred to as such by the factory), which added a wider and more prominent grille and such lavish equipment as door handles and a locking trunk. In order to placate U.S. dealers who feared people wouldn't like the new TR4 (spoiler: they did), Triumph introduced the TR3B (again, never officially referred to as such) in 1961 with a larger 2138cc, 105-hp engine.

Triumph TR3, median #2 values

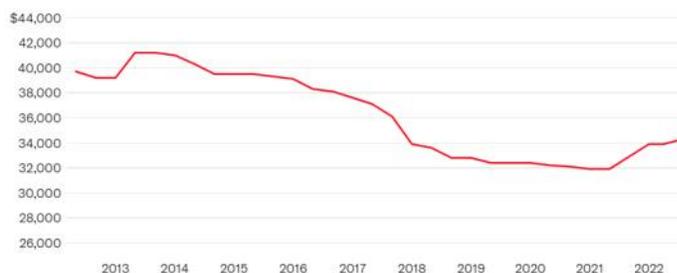


Chart: Andrew Newton • Source: Hagerty

HAGERTY

TR3 prices peaked in 2013 and slowly decreased till last year, when they experienced a minor bump. Nevertheless, their median #2 value is down 15 percent over the past decade. The spread between TR3, TR3A and TR3B is small but significant with TR3s currently at \$18,700, TR3As at \$19,500, and TR3Bs at \$22,500. Add \$1000 or more for a factory hard-top.

With its swoops and flourishes, nothing looks quite like a TR3, especially for the money. Fortunately for enthusiasts, few signs point to them getting any more expensive: values have been quiet relative to other classic roadsters, and they aren't attracting new young buyers. Baby boomers and older account for 72 percent of insurance quotes for TR3s, even though those buyers make up just 41 percent of the market as a whole. Longer term, they'll likely remain a great value.

1969–76 Triumph TR6



The TR6 wasn't the last Triumph. That sad honor goes to the 1981 Acclaim, which was essentially a rebadged Honda. Nor was it the last Triumph sports car, as it was phased out in favor of the wedgey TR7 and TR8, aka "the shape of things to come." However, with its supple curves, body-on-frame construction, a throaty long-stroke engine, and minimal luxury inside, the TR6 was the last of the old-school Triumph roadsters.

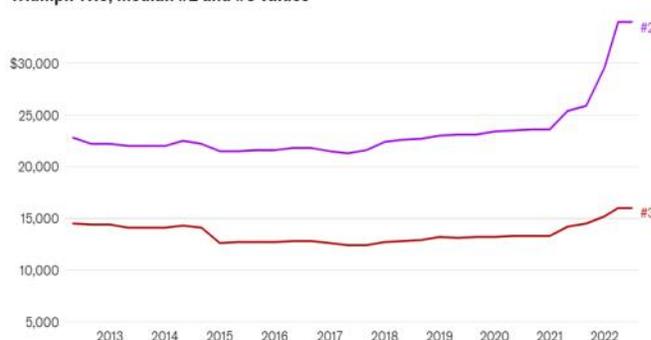
Indeed, the TR6 was something of a dinosaur from the start. Introduced just in time for the Datsun 240Z to make "traditional" sports cars seem obsolete, the TR6's narrow cockpit, bouncy ride and rather crude independent suspension represented little change from the old TR4.

On the other side of the pond, the TR6's 2.5-liter pushrod six made a punchy 150 hp with Lucas mechanical injection, while twin Stromberg carbs stifled U.S.-spec cars to about 100 hp. For 1974, the TR6's chrome bumpers gained weight and sprouted large rubber overrides for U.S. safety regulations, further diminishing performance. Despite that, the engine's eager nature and satisfying exhaust note made it a back road joy. In a review on *Top Gear*, James May called the TR6 the "blokiest bloke's car ever built," and Paul Newman clinched his first SCCA National

Championship in 1976 at the wheel of a silver and black TR6.

Triumph built over 90,000 TR6s, with the vast majority of them finding homes in America. Rust has claimed many, but TR6s remain easy to find in any condition and parts availability is generally quite good.

Triumph TR6, median #2 and #3 values



TR6s have appreciated at a higher rate and for longer than other mainstream British cars, but that growth has been limited to cars in the best condition.

Chart: Andrew Newton • Source: Hagerty

HAGERTY

Unlike many other open-top Brits, TR6 prices haven't been sleepy at all. Not long ago, these were sub-\$20,000 cars all day, but they started appreciating in the late 2010s. Median #2 value is up 50 percent over the last decade, to \$34,300. The gap between great cars and average ones has widened considerably, though, and driver-quality TR6s can still be found in the mid-teens. The difference in price between early slim-bumper cars and later ones is minimal, but later ones came in louder '70s colors like Java Green or Magenta, if that's your thing. Desirable options include a luggage rack, overdrive, factory hardtop, and wire wheels.

Fifty years on, everything from the '70s looks old-fashioned. The 240Z may have outclassed the TR6 in period, but the Triumph's anachronisms don't stick out as much through the lens of time. Besides, with a straight-six and wood dash before you, the TR6 provides a Big Healey British experience at a significantly lower price.

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APR09

CLUB BOARD MEETING NOTES

By Warren Wood, Secretary

The Club's Board of Officers meets monthly to take care of the "business" of running the Club and to plan future events and activities. Here is a brief summary of the main topics considered by the Board at its last two monthly meetings. The Board always reviews and approves the monthly Treasurer's reports and plans for upcoming events, but unless there was something unusual, those reports may not be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of June 21, 2022: The members received reports on the May 17 Summer Picnic, the June 8 Kactus Creek Croquet event, the June 11 Heartland All British Car and Cycle show, completion of the sandwich board for Club advertising at shows, and planning for the December 2 Holiday Dinner and Annual Meeting. The Board selected the Granite City restaurant at Zona Rosa in Kansas City, MO, as the venue for the Holiday Dinner and Annual Meeting.

Board Meeting of July 19, 2022: Club Secretary, Warren Wood has submitted his resignation, effective at the end of the year. The new sandwich board, used at the June 11 Heartland All British Car Show resulted in three new member and two new members are anticipated from use at the July 17th Great Car Show. The following events were discussed: Cumby Breakfast, 23 attendees; Great Car Show, a total of eleven LBCs and a large number of paid spectators; Holy- Field Winery Jazz, 26 evite acceptances; Brats and Bi-planes can not be scheduled this year; Tech Session on Frame-off Restoration added to the calendar and five member cars currently planning to attend the VTR National in Galena, IL

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 then 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>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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
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WELCOME NEW MEMBERS!

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'75 Green TR6

Gary Brittain
Lenexa, KS
'76 Green TR6

Scott Bennet
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'72 TR6



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**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.

Editor: Ed Curry ecurry@att.net
Subscription: is via membership in the Club: \$20 per year.
Classified Ads: Non Business ads 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.

TREASURY REPORT

Keith Jordan

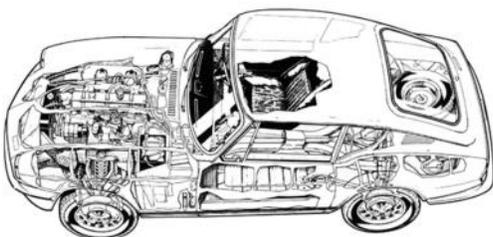
CLASSIFIEDS

1968 TR5 The garage is full and I have decided to make a little room as we prepare to downsize and move west. This is 1 of 21 TR5s in the USA and Canada. It has been carefully restored and is in excellent shape. No rust, new thrust bearings and rear main seal. New injectors and refurbished metering unit by Revington TR. HVDA 5 speed transmission conversion (original is 4-speed included with the car). New interior, radiator, water pump and hoses. New top (not installed), New tonneau cover. New aluminum fuel tank and reconditioned Bosch fuel pump and filter. Revolution, period correct, 5 spoke wheels. New exhaust system. This car is as nice and unique as it sounds. It a joy to drive. Many extra parts included. 51K miles. \$65,000 Serious offers only please. For more information and pictures, contact: rervin@ervtech.net

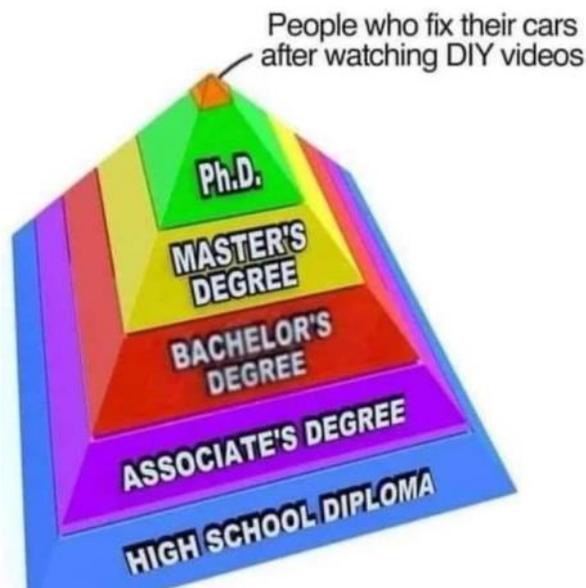


Dick Klein, who is in the KC area left the following message on the club website:

I have a spitfire & a GT6 that are good restoration projects. Is anybody interested?? Ph 913 302 8330 or email kckleinsa@outlook.com. Contact him if interested.



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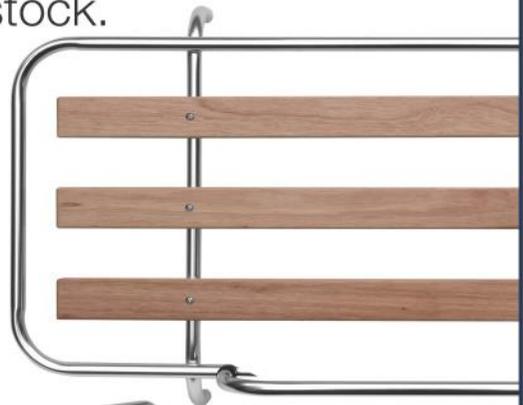
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PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018

All British Car & Cycle Show

St. Louis All British Car and Cycle Show – Best in the Midwest

2022 All British Car & Cycle Show 40th Annual Event on Saturday September 17, 2022

Well the 2021 show is over. Approximately 150 cars on the fields and images of each we captured are available on the [2021 show page](#). We hope you had a fun event and look forward to welcoming you back again in 2022. Our 2022 event is scheduled for Saturday September 17, 2022

The St. Louis All British Car and Cycle show is an annual event that has been taking place for over 30 years. The show brings out a wonderful selection of the finest classic and more modern examples of the British Automobile (car) and Motorcycle industry. Come and visit to see over 150-200 beautiful cars and perhaps re-live a few memories. The show takes place in Creve Coeur Lake park and offers a wonderful scenic setting by the lake with shade from some large trees.

We have a date – Saturday September 17, 2022 and the location will again be [Creve Coeur Lake Park – Heidman Shelter](#) (Google Maps [directions to the show site](#)) so please mark your calendars accordingly. Be sure to "like" us on [Facebook](#) and get notifications as we add information on there as well.

Online registration is closed. You can still of course register on the day of the show at the show location. You can speed up the process if you complete the offline registration form on the [registration page](#) and bring it with you.

2022 featured marques/models will be announced in due course

The featured marques and models for 2022 will be announced at a later date.

Pre-event BBQ on Friday, September 16

5:00pm-dark: Pre-Show BBQ in Creve Coeur Lake Memorial Park at Car Show location – scroll down for the location details and a map of how to get to the pre-show BBQ.

Event Sponsor remains TBD.

Grilled burgers, bratwursts, hot dogs, all the trimmings and soft drinks. Join us for an evening of food, fun, friends, and cars.

Please bring a side dish/dessert to share & chairs

2022 Schedule of Events – Saturday September 17

9:00am: Show Field Opens

9:00am-Noon: On-site registration

9:00am – 2:00pm: Swap Meet

11:00am – 1:30pm: Popular Voting

3:00pm: Awards (Please be at the pavilion at 2:30.)

Food and drinks will be available for purchase during the show.

This event wouldn't be possible without support. For details of our [2021 sponsors](#), please [click this link](#).

Location of the Event

If you need directions here's an interactive map and you can use an address of 13750 Marine Ave, St Louis, MO 63146 for your GPS if you need to. The official address of the park doesn't get you to where the show is off Marine Ave that passes through the park. Note this address is approximate because the Heidman Shelter doesn't have an exact street address. Just look for the flags and volunteers in bright yellow safety vests to guide you off of Marine Ave and into the event.



All British Car & Cycle Show Facebook Page

Follow the event via the dedicated All British Car & Cycle Show Facebook page; or, if you don't use Facebook, you can follow along on the discussions and posts by viewing the Facebook updates from our home page.





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Driving Tour
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Saturday, Sept 24
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Banquet

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