



Volume 33 - Number 6

November 7, 2011

BRITS in the OZARKS – see page BRITS in the
OZARKS

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





TR TIMES

The bimonthly newsletter of the Kansas City Triumphs Sports Car Club

Volume 33 - Number 6

November 7, 2011



**Triumphs as far as
the eye can see!**

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



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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	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)
http://kansascitytriumphs.com/	

Directors Drippins XXVI

The house smells like chili, and we are just waiting to go to Woody & Holly's for the chili dinner. We haven't seen much of them this year, it will be great seeing them and getting caught up with old friends. We have a new couple coming tonight, Bill and Carol Browning; Carol called from our notice in the paper yesterday. She was excited about finding out about the group; Bill bought her a TR6 for their 40th anniversary.

At the director's meeting Thursday we had a lengthy discussion about attendance at our driving events. We have had more cars from the MG Clubs at several of them than Triumphs! We tried to see at the planning meeting which ones would have the most support and stuck to those, most had 10 to 14 members that said they wanted and would attend that event. We didn't come up with a solution; let us know what your feelings are. I have talked to the other groups and we are not the only ones having this problem. If you would want to attend the director's meeting you are always welcome. We hold it the Thursday before Club Night Out at 6pm at Birdie's. If you have any suggestions or problems we would be glad to hear them.

Larry Taylor and Chip both lost their mothers since the last newsletter. Ray and Barb's son had a heart attack last month. Three weeks ago today Darren Taylor and Amy became Mr. & Mrs. Darren Taylor. They had a Beautiful Wedding and left for Cancun for their honeymoon. It is nice to have something happy to mix with the sad. We recognize these events for the group, but I know they would appreciate your condolences.

We only have 3 events left for the year; Nov 12 WW1 Museum tour; Nov 22 work night at Harvesters' at 6pm and the Christmas Banquet Dec 10. Our planning meeting is scheduled for Jan 14 at Larry Taylor's again. Larry has an offer on his house let's all hope it sells and we have to reschedule the meeting! Have a Great Holiday Season and enjoy your families.

Keep those Triumph's on the road

Jack

Editor's Notes

Wow, a lot of excellent material in the final issue of 2011. I sure hope there is some good drives left in the year and my spit isn't already having to hibernate – see Steve's article on (un)seasonal driving. Steve also reports on the Jefferson Highway drive. I missed out on that this year (that's my story the last couple of month as far as club events go), but he informs us it was a terrific event.

Craig Simon gives us part two of the sage of his TR5 in the wilds of Europe. Paul gives up a report from the Brits in the Ozark event. Susan Ray took lots of pictures and I plan on getting them on the club web site this week.

When you need tyres, radiator work, cylinder head service, a wrinkled piece of sheet metal ironed out or that special part to seek out the good folks that support the club by an advertisement in the newsletter!

Chip



WWI museum tour on November 12th



The Great Frieze by [Edmond Amateis](#) on the face of the Kansas City [Liberty memorial](#) in 1926. Inscription reads "These have dared bear the torches of sacrifice and service. Their bodies return to dust but their work liveth evermore. Let us strive on to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations."

Just a **reminder** to everyone, don't forget the WWI museum tour on November 12th. The e-vite has been sent to all so please respond.

Also the banquet is just around the corner, get your reservation and menu selection in as soon as possible. Remember your check is your

reservation. As an added feature our guest speaker will be Tom Strongman, we should have a good turn out for Tom.

See everyone at the tour and the banquet. –

Ed



You are invited to the

KANSAS CITY TRIUMPHS HOLIDAY DINNER

Saturday, December 10, 2011
Social Hour 6:00 PM, Dinner 7:00 PM
Smokehouse Bar-B-Que
7121 W. 135th Street
Overland Park, KS 66223

(From 135th & Metcalf, head south on Metcalf, take first right.
Smokehouse is just west of the gas station.)

Guest Speaker: Tom Strongman, columnist for the Kansas City Star automobile section

The cost is again \$30 per person.

This includes one entrée, one side dish, house salad, roll, & coffee, tea or soft drink.

Please indicate your choice of entrée and one side dish per entrée below.

(i.e., If you want 2 Ribs & Burnt Ends with Hickory Pit Beans, put a "2" in the box with the *.)

Reservations with payment must be received by Friday, December 2.

Name(s) of attendees: _____

Phone number _____ Email address _____

	Hickory Pit Beans	Coleslaw	Cheesy Corn	Fries
Babyback Ribs & Burnt Ends	*			
Babyback Ribs & Chicken Breast				
Salmon Salad				
Chicken Salad				

Total # Entrees _____ x \$30 = \$ _____ enclosed.

Detach this form & mail with check payable to "Kansas City Triumphs" to: Cynthia Yin
9726 Chadwick Dr.
Overland Park, KS 66206

Questions: cyin.2000@yahoo.com or 913-642-1769

New Member Tom "TR" Rowe writes:



Triumph and Buick Together

placing 2nd out of 3 and am proud to say I won the funkana. I think I won based on my "drive it like you stole it" style. This was the first car show I participated in after spectating at hundreds. I was a very nice day and I met several nice people

I am a new member to the club. I own a 1980 TR8 that I am driving a bunch this fall and really enjoy. I was looking for a TR8 because I am a Buick fan and I like the ties between the 2 brands. For anyone not familiar with the Aluminum 215 CI V-8 in these cars it was designed and built by Buick in the early 60's and the tooling was sold to Rover and has been the basis for the Rover V-8 for many years. Since Buick never built a sports car this is as close as you get. I participated in the All British car show



Here is the TR parked next to my 66 Buick Skylark. The Wildcat 310 V-8 in the Buick is a larger cast iron version of the TR's aluminum 3.5 Liter

Editor's Note: Tom is quite a collector of automobilia (?) More to come!

WEDGE WORDS

One thing the weather forecasters all seem to agree on these days is that Summer is over. And when the warm days grow short and the chilly nights grow long it signals sports car owners to put their cars into hibernation. Some go to rented storage, some to the back of the garage, some still just get covered up with canvas in the back yard, shed, or car port. Some will get disassembled for major mechanical work or body restoration. Only a few will remain accessible for those infrequent warm sunny days that invite us to make short drives even in the Winter months. When it comes to actually driving our cars we are fair weather enthusiasts.

If our British cars seem damp and drafty not to mention noisy and a bit unreliable, we should consider what our heartier ancestors managed. The cars built before 1910 or so were hardly capable of traveling more than a few dozen miles from home. And there were no roads anyway except dirt lanes connecting farms to the nearby towns and to other farms. Almost all cars were open roadsters with tops and side curtains that were very crude. Windshield wipers, heaters, defrosters, anti-freeze, electric lights, electric starters and many other niceties we all take for granted had yet to be developed or at least were not available to the common family. But all that was about to change. The media had



fallen in love with the automobile and Ford was building the Model T that common folk could afford to buy. A few early adopters were even driving long distances like clear across the country. They did so for adventure or to win bets or to promote a specific make of car or tires or motor oil. And the press found these stories great for filler on slow news days. And many of these trips were made in winter months. Frozen rutted roads if they aren't covered in deep snow are better than muddy bogs or even axle deep dust. Besides, in other seasons there is no break in the farm work that

most folks were engaged it. So these hardy individuals and families would put chains on the tires and wrap up in gloves, coats, and blankets and head out for someplace far from home. The few hotels and inns were not up to this crowd and motels were yet to be invented so most would be camping along the way.

Several of us have just completed a short trip on the old Jefferson Highway route in near perfect weather. We drove well under a hundred miles, not the full distance from New Orleans to Winnipeg. And we had nice paved roads with bridges across every creek. When this highway was formed back in 1915, just a couple years after the famous Lincoln Highway was organized, the only pavement was the brick streets in some of the larger towns. A few sections of the road were listed as improved but that meant a thin layer of gravel had been spread and just maybe a bit of petroleum goo over that. Businesses that offered fuel or tires or car repair or a hot meal or



a warm dry bed or a camp site bought advertising in the highway route maps. Towns along the way were asked to

contribute money to help defray the cost of marking the route by painting simple signs on telephone poles. Those that didn't pay soon found their towns bypassed. There was no government money coming in to build these highways so far sighted private citizens did the planning and coordination. And since almost no new roads could be afforded, existing roads, lanes and trails were stitched together to get from one end to the other. You certainly would not call the routes direct!

But promoters of the highways starting in 1916 organized "Sociability Runs" from one end of the route to the other and back again. These trips took a few months but considering the roads and the cars of the day that was remarkable. Along the way towns would organize pot luck meals to feed the travelers. Highway officials and local politicians would make speeches mostly about how good roads would bring prosperity. Local drivers would join the caravan and drive along for a few miles. These events were nearly as big a deal as a circus coming to town and the yokelry turned out in big numbers to be a part of the action.

Of course the northern parts of the route were often subject to snow and ice while the southern parts were more likely to be dusty or swampy. Drivers found these conditions a and passengers jostled by ruts and bumps could not have been

comfortable. Yet these ancestors of ours less than a century ago were stout enough and brave enough to make these trips and many did it more than once. challenge

So next time you are caught in a sprinkle and the wipers seem a bit slow to clear

Steve Olson

Woody & Holly's Annual Chili Super



The Triumph Lady's



Kim Dave & Bob



Steve Paul Larry & Linda



Holly & Richard



GaryDeb & John



Steve Boyse showed off his new car

It was a warm and beautiful night, some even drove their Triumphs! There was plenty of chili from Woody's extra hot to turkey chili, with all the extras to go with it. Woody says we had a record attendance, I counted 31, but that was with my shoes on. We even had a new couple visit that had just called me the day before about the group. He had recently bought Carol a TR6 for their 40th anniversary, what a great present. Steve Boyse showed off his new car, a Mercedes not a Triumph. We got several of the world's problems solved and talked a lot about Triumphs. Everyone had a good time and no one went home hungry.

Jack

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Club Night out 11/3/11



The group had a surprise for Amy & Darren Taylor, the occasion was their first meeting after their wedding. We had a "wedding" cake for them to share and Larry toasted them. A good time was had by all. Amy had pictures of Darren's bachelor cake, it was a red TR6 with a pea driving and a carrot riding. Larry & Linda's house has sold and they are negotiating on a new one. They are still planning on holding the 2012 Planning Meeting, we may even tell you the new address.

We have had a great year and are ready to have another. Our club night out meetings have grown and are averaging about 30 each month, there is still room for more. I hope we have a great crowd next month at the Christmas Banquet. Get your reservations in.

Jack



The Adult(?) table



Carol & John, his first night to drive



Proud Dad!



Nicol picks a winner



Now I can pay for dinner!



Nicol gets it right!

Craig Simon: My First Triumph Part two

Note: See part one in Triumph Times Vol 3, No 3, available at <http://www.kansascitytriumphs.com/>



It's now 1975. My Dad is stationed to a ship in Italy and I'm going to The University of Maryland Extension, Munich Germany. I'm walking through military housing on my way to catch a movie. I walk by this sports car and the sign in windshield said "1968 Triumph TR-5PI \$500.00". I'm staring at the same British sports car I drove, no.... it's the same fighter plane I flew back in the states. I knew nothing about petrol injection, but just saying it sounded cool. "Hi, my name is Craig and my car is Petrol Injected."

This car had things I hadn't noticed years ago. A professional racing, stuck in the middle of the trunk, chrome flip up fuel cap. I'm sure it was to expedite those splash and dash pit stops every driver occasionally needs to make. An aerodynamically configured hump on the hood that I'm sure had something to do with injection system and to keep the car on the road at high speeds. To complete the package, wire wheels all around. Now mind you, these were assumptions made by a now 19 year old who knew nothing about Triumphs.

I called the owner, and set up an appointment. He was a German computer analyst working for the Army. He bought the car new in Brussels, Belgium. His wife bought a TR-4 IRS the year before and he decided to wait for the 5. I don't remember why he was selling it, but do remember this car was going to be mine. The only thing I noticed wrong was the rear fenders had about 8 inches of rust breaking through the tops. A friend of mine's father had a mechanic he trusted, so I had the Triumph checked out by him. On hind sight this was pretty smart of me. I can only think when I explained this car to my Dad and mentioned that I



had a mechanic check it out, increased the odds of me buying it. Mechanic said I needed new tires, exhaust had a leak, and alternator light on dashboard was dimly glowing meaning alternator wasn't charging properly. I told this to owner and he said he's sell it for \$400.00. He also made a comment that to this day makes me wonder. He said he'd drop the price to \$400.00 but "not a penny less, as that is what the salvage yard would give him for it."

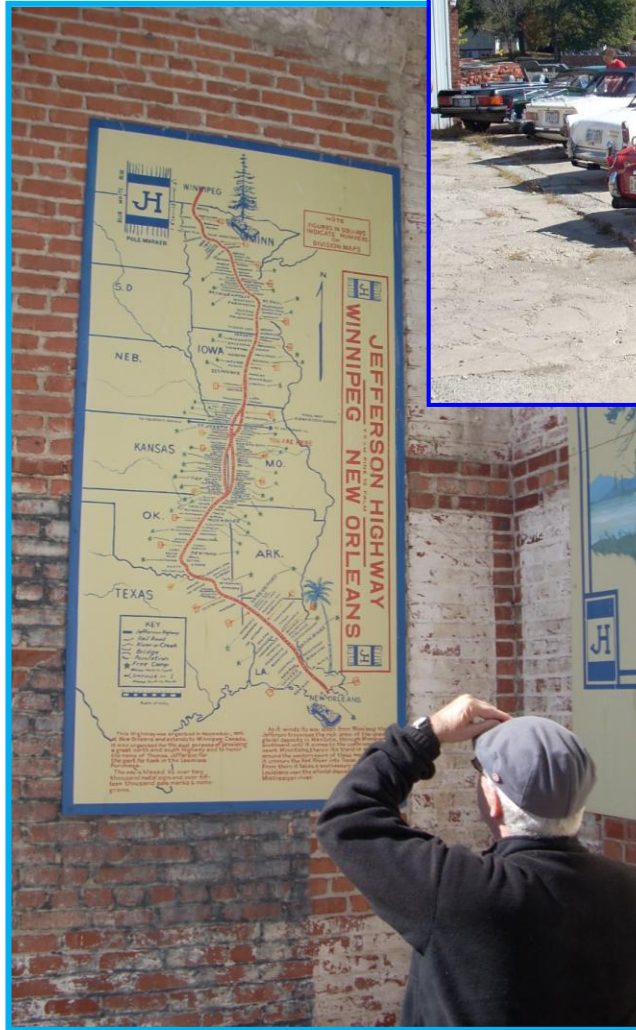
Salvage yard ! Back then in Germany if cars had rust or major damage they were not allowed on the road unless repaired. A lot of military personnel would buy German cars with rust or damage because they were not under same law. Other than rusty fenders the Triumph was in nice shape. He actually checked out the junk value ?

I Bought car Dad bought me new tires and with a leaky exhaust and dim alternator light Europe awaited.

Craig Simon

Jefferson Highway

Run 2011



Several of us enjoyed the near perfect sunny weather for another annual Sociability Run from Harrisonville to Smithville, Missouri. As we gathered on the square and waited for others to join us, some of the ladies checked out the dress shop. They are now planning a trip back there when they have more time to try on some of the interesting fashion items they found. We needed to kill a bit of time anyway since one of the streets in Kansas City we wanted to travel was closed for a marathon till early afternoon. Eventually we set off and stopped just a few blocks

away to enjoy the murals painted on a building depicting scenes that once adorned the brochures for the original old highway.

I won't bore those of you who already know the history of the Jefferson Highway by telling the whole story again. But the minimum data is that it was known as the Palm to Pine Route, ran from New Orleans to Winnipeg, was established in 1915, was headquartered in St. Joseph, Missouri, was a collection of nearly all dirt roads, and was superseded in the late 1920's by the numbered Federal routes that we know today. And starting in 1916 officials from one end of this long international road would set out for the other end and back on what they called Sociability Runs to promote the highway. That round trip could take up to 3 months what with stopping in towns along the way that

would host dinners and speech making events. Locals would turn out in large numbers to drive along a few miles with their own cars. So in a way our event is a celebration of what some of our ancestors created nearly 100 years ago. To learn more or see the entire route maps go to www.maps.bc.ca/jeffhwy/jeffhistory or other web sites you can find with your favorite search engine.

After covering only about 60 miles zigzagging our way north we arrived 4 hours later in Smithville and soon found a watering hole to quench our thirsts. There are a lot of historic things to see in Smithville but we were all ready to just relax instead and talk about things we saw along the way. And there were no mechanical problems with any of the cars other than a couple of tail lamp failures just to remind us that Lucas still is among us.

Next year we plan to do another Sociability Run and might take a different section of the route or run this one in the other direction. And next year I'll try to get the word out earlier so more people can join us.

Steve Olson

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Treasury Report 01/01/11 to 10/31/11

COMMERCE CHECKING BALANCE

01/01/11: \$2,430.44

INCOME

Advertising	\$245.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$270.00	
Membership Dues, Renewal	\$1,350.00	
Other Inc., Grill Badges	\$27.00	
Other Inc., Josh Edwards Fund Raiser	\$267.00	
Other Inc., Raffels	\$291.00	
TOTAL INCOME		\$2,450.00

EXPENSES

Administrative Supplies	\$35.94	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$200.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$250.00	
Entertainment	\$295.39	
Gifts, Awards	\$0.00	
Gifts, Josh Edwards Fund Donation	\$367.00	
Gifts, Misc	\$201.21	
Insurance	\$150.00	
Misc.	\$13.41	
Newsletter	\$0.00	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$30.00	
TOTAL EXPENSES		(\$1,582.95)

INCOME - EXPENSES: \$867.05

COMMERCE CHECKING ENDING BALANCE 10/31/11: \$3,297.49

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 10/31/11: \$3,332.49

BRITS in the OZARKS

September 23rd to 25th 2011

Fayetteville, Arkansas



Eleven KC Triumph members and their 6 British cars spent a wonderful weekend driving, partying, eating & drinking, conversing and sight seeing: Larry & Linda Birks in their Mini (an accident in the garage wounded the TR3); Ron & Susan Ray in their top down Austin Healey 3000 (the TR3 is not yet completely sorted); Pat Fisher & Roger Elliot in their much traveled TR250; Gary Perry and Jerry Davidson in Gary's TR6; Richard & Ann Woody in their TR8; and Paul McBride in his TR3.

Most of us met Friday at Harrisonville, Mo. left at 12:30, and arrived at the Holiday Inn Convention Center in Springdale, Arkansas at 4:00 PM. A welcoming party followed in the parking lot. The Saturday show was about 4 miles south at the Arkansas University Agri field.



This is one of the finest and best "bang for the buck" British car shows anywhere. The 10th Anniversary Show attracted 173 great British

cars from a 1928 Austin to current "aero" Morgans. Al Moss, the founder of Moss Motors, was the entertaining guest speaker at the Awards Banquet. The octogenarian regaled us with stories of long ago trips to England in search of MG parts.

Thirty dollars entered your car, and included a t-shirt, goody bag, two quality pictures of you with car, a **free** Friday night barbeque & beer social.

Lunch was available at the show field on Saturday to benefit ALS: cheeseburger, two sides and a soft drink for 4 bucks!



The Awards Banquet, a catered barbeque dinner, was twenty dollars per person. Some of us who were late registers were fortunate to obtain tickets (thanks to the efforts of Larry Birks) as it had been sold out.

Second place awards in class went to Pat & Roger -TR250; Richard & Ann -TR8; and Paul McBride -TR3. Former KC Triumph member Frank Wright who succumbed to ALS this year was recognized with the Bob Harris "Spirit of the Hobby" Award. As Larry Birks later put it: "This year was Frank's year and though he

couldn't make it in person, we know that he was there, smiling, and humbly accepting the award which he truly deserved."



The show and their many generous sponsors raised more than 14,000 dollars for the local chapter of ALS!

Ann Woody sleuthed a great side trip for us on our way home Sunday. We headed east, found the hills & curves of side roads appropriate for our sports cars, and drove to the War Eagle Grist Mill for a breakfast of eggs, sausage, biscuits & gravy. The Mill was built in 1836, burned down by the Confederates to deny the Union, and then rebuilt. It's a working mill with the wooden wheel powered by the War Eagle River. The ancient bridge with a 5 mph speed limit seemed sensible. Eventually we headed west and linked up with Hwy 71 and home.

A very enjoyable trip with only a brief shower Saturday morning on the way to the show field and no mechanical breakdowns. But of course, they're dependable British cars!

Paul McBride


Photos courtesy of Susan Ray

Editor's Note Susan took lot's of pictures, see more on at <http://www.kansascitytriumphs.com/>



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\$80/year 1/2 page

\$40/year ¼ page

\$30 for a business card

Contact Ckigar@hexnut.us!

2011 Event Calendar

EVENT	CONTACT	E Mail	DATES	
Chili Supper	Woody & Holly	wunderwood@kc.rr.com	10/29/2011	
Pyro Night			11/5/2011	
WW I Museum Tour	Ed Blend	edblend@sbcglobal.net	11/12/2011	
Christmas Dinner	Ed Blend/Cynthia Yin	edblend@sbcglobal.net c.yin2020@yahoo.com	12/10/2011	
Planning Meeting	Board		1/14/2012	
Dawn Patrol	Jack Edwards	jackhedwards@gmail.com	tbd	
Armacost (Studebaker)	John Maas	jnmaas@sbcglobal.net	tbd	
Rocheport	Jack Edwards	jackhedwards@gmail.com	tbd	
Lake Garnet	Steve Boyse	genobuf@aol.com	6/18/2011	

DO YOU LIKE
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JOIN THE
KANSAS CITY TRIUMPHS
SPORTS CAR CLUB!

Club Director

Jack Edwards

jackhedwards@gmail.com

816/348-0773

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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