

## Annual Christmas and Winter Banquet,



A BIT chilly for topless cruising~



Amy wants baby clothes for Christmas



Pam wants the top up for Christmas



Laraine wants chocolates for Christmas

Look for ALL the pictures of the banquet at <http://www.kansascitytriumphs.com/> in the galleries

### Planning Meeting

Saturday, January 14<sup>th</sup> at 6:00 Information on page 3

Club Officers 2011	
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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 <a href="mailto:Ckigar@Hexnut.us">Ckigar@Hexnut.us</a> . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)
<a href="http://kansascitytriumphs.com/">http://kansascitytriumphs.com/</a>	

## Directors Drippins XXVII

2012 is going to be a much better year!! Although 2011 was probably the Edwards families' worst year, it was not a bad year for the Kansas City Triumphs. We gained 11 new members and 6 prior members re-up'd. We averaged 27 at our club night out meetings, and had several over 30. This is the number that signed in, so actually it was more. The attendance at some of the driving events was down and at a few there were more MG's than Triumphs. I didn't help out much for various reasons and not having the time to get my car back on the road. Kansas City Triumph Club is in good shape financially, and can meet our responsibilities with no problem.

We have several people that you should thank for what they do for the group. We are so fortunate to have two of the founders of the group still active and seldom missing anything. Paul and Gary have devoted their time to the group for 34 years, now that is real devotion. Cynthia and Ed have worked the last several years putting the Christmas Banquet together. Several members have been there every year to support John Maas's school science fair, giving rides and safety instructions to the pupils. Chip is doing a fantastic job on our web-site and the Triumph Times. Roger, Pat, Ed and Steve & Carol

Olson have worked on the All British for several years. Steve & Carol (22 YRS.) and Steve Boyse have been our worker bees for the Heartland show. It is this back ground work that makes the group pull its part in the sports car club community. I realize that I am probably missing some others, thank the silent volunteers also.

If you want to support the group more just step up, or come to a directors meeting and volunteer. Director's meeting is held the last Thursday of the month at Birdie's at 6pm. You are always welcome to attend. If you have a problem or suggestion about the group please let the director's know about it. They are listed at the front of your roster.

I have been very proud of the group in the way that we have paid back the community. For several years we have volunteered at Harvesters 3 times a year, also donating canned goods and dollars to them. In the last year we have given to: ALS; to Lupus research; to Tom Strongman for Mind Drive Organization and to my grandson Josh, to the fund that was established for his burn injuries. The majority of these funds have come from the 50/50 raffle at club night out and individual donations. All but the donation to Tom Strongman have been made to organizations that were supporting

members' families. Tom did not charge us for presenting his program and we felt it appropriate to donate to his group. We also send sympathy cards and flowers when we are aware of member's family problems. You guys are great!!

Now looking at the other side of the coin, too few of us support our national organization, Vintage Triumph Register. They provide us with support that you are not aware of. They provide at very reasonable cost our group insurance, this insurance is in two forms. One policy covers any group function. If there is a problem, including someone overdrinking at the parties' members host for the group. The second policy cover the board of directors responsibility, this means that the board members don't have to worry about financial implications. Our web-site is provided to us by VTR at no cost. VTR also sponsors our annual national show and the regional shows each year. They helped this year when someone using a KC address was selling a TR4 on the web when there actually was no such car. The police and FBI were informed of this problem and could do nothing because no one had bought the car, so they said "no crime had been committed". This web site was focused towards UK sales mainly; VTR notified the British VTR and got the ad pulled from the site. VTR provides materials for us when asked for events; you also get a great magazine, six per year, and web-site. If you are having a problem with your particular model of Triumph VTR provides technical experts in your model to contact. There is a list of members that are willing to help you if you need it on a road trip; ask Ron and Susan Ray if this works. The VTR dues are \$35/yr. now; include a check with your application. Chip will be installing the form to join in the newsletter. We have to maintain a certain percentage of our membership to continue receiving the support of VTR.

The planning meeting is January 14 at Larry & Linda Taylor's new home; directions are in the E-Vite you received, it is off WI435. Be thinking of

what you want the group to do this year and bring your ideas.

Keep those Triumph's on the road

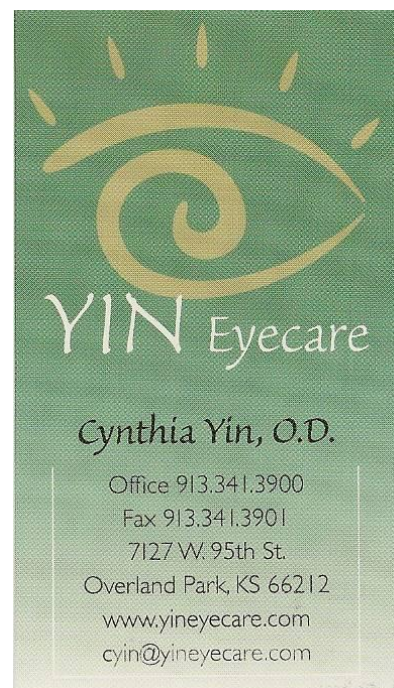
Jack

## Planning Meeting

Saturday, January 14<sup>th</sup> at 6:00



Directions: From I-435 and 45 Highway (Exit22), East on 45 Highway (aka Tom Watson Parkway) for .2 mi., Take 1<sup>st</sup> right at the gas station on to NW Brink-Meyer Rd for .5 mi, Take second left (just past the constructions area – no road sign) continuing east on NW Brink-Meyer Rd for .6 mi to NW Hickory Dr (1000 Oaks Subdivision), Right on NW Hickory Dr. for .2 mi. to 6680 NW Hickory Dr. (Third house on the right). Bring a side dish or dessert to share and your own drinks.



## Editor's Notes

The contributors make the newsletter. In this issue, the undaunted Roger and Pat continue their tale of their Breckinridge VTR adventure. Bob details some of the charitable donations that the club has been involved in and Steve muses on winter tasks.

The annual planning meeting is upon us, see page 33. What club activity do YOU want to do in 2012? Ed and I have been conspiring about a different sort of antiquing adventure. I won't be able to attend the meeting this year, so I hope our idea appeals to all

*Chip*

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Free to Good Home - TR3 engine block with pistons and liners. Circa 1956.  
Gary Davis



June 1st and 2nd, 2012 - Independence, Missouri. 23rd Annual Heartland MG Regional car show and swap

We have returned to the Historic Square in Independence, Missouri for a Saturday of MG excitement. 17 different classes for MG owners with a participant favorite best of show as well as a judged best of show.

Additional classes for owners of any other type of British car with expanded classes for Triumph and Austin Healey owners. Friday night cookout at the host hotel,

Quality Inn & Suites at 4200 Noland Road, in Independence.

Show starts at 9 AM Saturday with trophies, t-shirts, posters, silent auction, & swap vendors. For more information, please go to our web site, [www.heartlandmgregional.com](http://www.heartlandmgregional.com) or contact Joe Blackwood @ 816-520-2433.



# Annual Christmas and Winter Banquet, 2011

We had our annual winter banquet on December 10th at the Smokehouse Bar-B-Q attended by 34 members and guests. It was a beautiful clear night, but a little cold for my old bones, however the meal did warm me up some. The best warm up came when we saw Teresa and Nolan Wright in attendance. They drove all the way from Polk City, IA to be with us.



Our gathering was highlighted by Tom Strongman as our guest speaker. He gave us an overview of **MINDDRIVE**, a project for at-risk teens in Kansas City. He is the founder and mentor of the non-profit organization that teaches kids about automobiles and in specific, electric cars. The group has already built one electric car that works and has a second project in work for 2012. This new project will be an electric car that they intend to build and drive cross country in the spring. Tom had a video of the organization in action and I was impressed with the project and the kids. We made a donation to Tom for the organization. In behalf of the KC Triumphs I want to thank Tom for a memorable evening.

Also, lest we forget the door prizes. This year we had a number of donations from The **Little British Car Company**, **Moss Motors**, **British Victoria LTD**, **Paul McBride**, **Gary Huth** for the Road Atlases and **Laura Kercher** for the AAA Route 66 Trip Packs. The prizes were quality and numerous.



I also want to thank Cynthia Yin for organizing the simply amazing banquet, Brad Baumgart for arranging our speaker and our door prize donors for making the evening a success.

*Ed*



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

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Check out member Tom "TR" Rowe's collection of over 600 dealership trunk logos on the ceiling of his garage



# Back from Breckenridge: 2011

This is the story of two British car fans and one 1968 TR250: They're feeling lucky because the alternator was recently replaced and a new clutch put in, and they're on the way to VTR, the national Triumph meet..

## Saturday afternoon, August 13

Pat is driving and has turned on the headlights for safety when the overdrive pops off. That's odd. The gas and temperature gauges read low, and Pat is thinking, "I've got to keep better tabs on fuel use – this isn't a MINI, after all." She pulls off the side of the highway in the grass. Roger wiggles stuff under the hood, this being the First Traditional Step in British car trouble-shooting. Checks the temperature sending wire, removes and inserts fuses. (Second Traditional Step.) The gauges come back up, but the starter turns so slowly that the car won't start.

In northwest Kansas the scenery is lovely and there's a lot of space. Even the cows are few, among the lovely hills, and the valleys are shading as the sun starts down. The car is halfway up a very long hill, pointed up, and there is no way to for the two of them to get the car turned around. The property owner, on a quad runner, comes over and, one can imagine, is thinking, "How the heck can I get these folks off my property?" He helps push the Triumph back



The first place the car stopped



It'll Do Motel

in a turn, then out onto the road facing downhill.

Pat is inside the car, Roger pushing from the back when he notices the keys on the dash – not in the ignition. Bless Kansas' long hills, she has enough time to snatch the keys, put one in the ignition, turn it and pop the clutch to start the car. She u-turns and picks Roger up, heading west again toward Atwood, Kansas.

They fill up the car with gas in Atwood, keeping the engine running. (Don't try this at home.) The thinking is that now the starter is going bad. What else can happen? But nearing the edge of town on the way west, the car stumbles and loses power before reaching running speed. Pull to the shoulder. Roger tries the same wiggling-of-wires trick that worked before, and this time the car engine dies, happily at rest in western Kansas. "Ah!" it thinks. "That feels better."

Roger is on the phone to the Better World Auto Club, looking for a shop open over the weekend for towing and repair, and many cars stop with their drivers offering help. One can only imagine their relief when we say "no, but thank you." Two ranchers in a pickup stop, and they insist on helping. They bridge the battery terminals with a screwdriver to determine that the battery is almost dead. So, they hook up their jumper cables and give the car a bit of a charge so car and crew can get back two blocks to the "It'll Do Motel." ("Not a Hilton, but It'll Do" is the motto.) The two gentlemen, **Matt** and **Andy**, follow to the motel to be sure everyone

arrives safely, and then leave to get a voltmeter to test the alternator. A call is made to the motel owner for a room. This is a small town, so he arrives in a golf cart.



Highway east thru Atwood

Matt and Andy return with the voltmeter and confirm that the alternator is not charging, and Andy gives Roger the name and phone number of the NAPA counter man so Roger can call him on Sunday morning. NAPA is not ordinarily open on Sunday, but apparently Andy has good influence here locally. He also wants to be informed of progress. Even though the alternator was just replaced, it was a rebuilt model, and faulty parts do occasionally happen, so that's seen as a possibility. Supper was from a convenience store across the highway from the motel.

### Sunday a.m.

Right at this point, Pat and Roger begin to find out how the world has changed in the past two years. They are without a computer or a cell phone that has Web access, and this is not a good thing these days, even if you're willing to drive at the technological level of a 43-year-old car. Roger calls friends in Lawrence and Topeka, Kansas, asking them to look up possible alternator substitutions to have **NAPA** try to source. One issue with these substitute parts is that they were



Highway west in Atwood. The car stopped just past the green sign.

factory stock on American cars that were made in the '80s, and even those are becoming scarce. One of the alternators is available, so Roger buys it from the NAPA counter, walking the 5 blocks back to the motel. Turns out it won't fit. So, Roger takes off the TR's alternator and carries both the old and new alternators back to NAPA to try to find a replacement. None are available in stock. The store can order one on Monday and have it delivered in Tuesday – but will it fit? And the trip is one day behind schedule (on day two), with the Rocky Mountains beckoning.

Sunday they spend seeing Atwood. Pizza Hut for lunch. They take in a movie at the only theater in town, a pretty place that folks in town are restoring. "*Captain America*" is fun and just the right tone for vacation. They show movies on Friday, Saturday and Sunday during the summer, and this is the end of the run for "C.A." The downtown is neat as a pin, a place where they put benches for people to sit, and they don't have to fasten chains to the benches to prevent theft. There are awnings over the sidewalks, trees downtown and no litter. Back at the motel, the car battery is on a trickle charge courtesy of the landlord.





Car getting a trickle charge at the It'll Do

### **Monday – charge, drive, charge, drive, charge, drive**

**Dave's Oil Service** opens next door, and the car has enough charge to go that far under power. **Dave**, it turns out, is a stealth sports car owner, having just returned from a weekend car show in his Cobra. He drove the Cobra back across eastern Colorado in the rain without a top to put up, and we can only assume he took full advantage of horsepower and vacant roads. Dave says the alternator isn't charging, but he thinks that with a full charge the battery would last as far as Loveland, CO. He charges the battery. He calls trying to find alternators on our route. All together he and his wife, **Rita**, spend two hours helping, yet refuse any payment. Wonderful folks in Atwood all the way around!

With no luck on parts sourcing locally, Roger calls **Moss Motors\*** and orders an alternator from California delivered overnight to Estes Park, Colorado. Pat's cousin is renting a cabin there, and the new part will be delivered in care of her. (\*The Roadster Factory has none in stock – sorry, Charles.) They load up the car with luggage and start to Loveland, Colorado.

Around noon they get hungry and decide to find a place to eat in Akron, CO. There is a sandwich shop, and a service station is nearby that agrees to charge the battery while they eat. Then it's on the road again toward Estes Park. About 3:30 in Loveland something cool sounds good, so another shop puts on a trickle charge while Pat & Roger visit Dairy Queen. Then it's up the Big Thompson Canyon road to Estes, Pat's cousin, Diane, and to a cabin in the woods.

### **Tuesday afternoon, Estes Park**

The new alternator has arrived, and this is a modern-day miracle. It was delivered from California to Estes Park, Colorado – not Denver, which is a major hub – 26 hours after ordering. Roger is working on the car under the pine trees, and he's really fast at taking the alternator off by now. Unfortunately, the new alternator doesn't have the pulley and fan on it. Yes, the old alternator does, but Roger doesn't have the tools to switch the pulleys. It's a

puzzle, all right. 5:15 p.m. and miracle of miracles, there is an ad in the yellow pages (remember them?) for **Mountain Imports** that says they do MG and Austin service. A quick phone call, and the shop says they can swap the pulley. This shop is tucked away in the old part of Estes, and they do the exchange in seconds. Also on the premises are a bug-eye Sprite under cover in the office, a classic Mini, a couple of old and newer Land Rovers and an Austin America. The shop won't take any money for their work.

Back at the cabin, Roger installs the new alternator. It must work, because the car gets to Breckenridge on Wednesday, competes in a rally, drives in the evening – with lights on – to a dinner and completes a driving tour through the Loveland Pass. The highest pass the car goes over is on the way to Breckenridge through Rocky Mountain National Park at 14,000 feet.



#### VTR in Breckenridge

Wednesday through Saturday was spent at the VTR doing events. The TR performs perfectly, and Roger wins third place in his class in the autocross.

#### Sunday 11 a.m.

First the car was running poorly, stumbling and running rough, on the way out of Breckenridge. A pipe was found loose from the carburetor, an easy fix, and again the car is under way.

They decide to take a scenic route, being the adventurous sort of travelers who do not like to go back home the same way they came. Down highway 9 and east on 24, the car clears several passes easily. At one of those a bystander takes Roger and Pat's photo with the car.



#### Hoosier Pass

East out of Colorado Springs highway 94 across the plains looks like a good alternative to I-70, at least at the start, and they can join 70 later if they wish. That was a good plan – until 14 miles east of Colorado Springs, the overdrive shuts off, the gas and temperature gauge readings plummet, and all the same signs point to battery failure. Turn the car around and it's back to town.

#### Sunday afternoon, O'Reilly Auto Parts

They make it back to an **O'Reilly Auto Parts** in Colorado Springs. **Regina**, the most excellent counter person, has a tester that will evaluate the electrical system. Unfortunately, for the tester to work the car has to go through the whole process of starting and running, but the battery is dead and the car will now not start. Regina indicates she can test the alternator off the car, so Roger takes the alternator off the car again. It turns out the machine can't test the original alternators as it doesn't have a way to connect to the plug. So, Roger takes out the battery so Regina can put it on a battery charger and puts the alternator back on the car.

Regina refuses to let Pat buy a couple of cold drinks and supplies them for free. She makes some suggestions for nearby places to eat and calls some shops to see if they are open and could help the weary travelers. The shops are all too busy to take another car this late on Sunday.

Once the battery is charged and back in the car, Regina brings the tester out and finds out the alternator is not charging AGAIN.

Roger calls back to the VTR hosts in Breckenridge asking for some local shop advice in Colorado Springs. One shop owner is still in Breckenridge, drinking beer on the deck – and who can blame him? He recommends two other foreign car shops to call on Monday morning.



## Monday a.m.

Phone calls: One recommended shop is always closed on Monday. They drive to another shop which is usually open, but is closed this Monday, apparently due to an international bicycle race starting that day one block away. Roger and Pat are sitting somewhat forlornly on a bench outside of Eurosports. How much battery charge is left? How far can they get, and where should they be going to? A stranger passing by tells them of a shop his neighbor has used for years. Roger calls **Precision Motors**, which is not a sports car specialist, but the man he talks to had worked exclusively on British cars until 1989. Someone who speaks Triumph! They're so glad, feeling lucky, if you can imagine that, and drive across town to Precision Motors, where they meet \*\*\*\***Rick**\*\*\*\*. More phone calls to employers in Kansas confirm that the vacation week will be one day longer than planned, and the return to work delayed.



Precision Motors in Colorado Springs

By now, Roger is pretty darn sure the issue isn't the alternator. He has noticed that the ammeter isn't reading anything, and advises Rick of the history of the trip.

Rick does some testing and finds that yes the alternator is not charging, but the problem isn't with the alternator but the ammeter. In cars with ammeters, almost all of the power in the car goes from the alternator through the ammeter to the car circuits and battery.

In the case of the TR 250, the ammeter was broken so there was no current reaching the battery. Instead the car had been running just on the battery, even over four days of challenging driving and show events, and draining the power until nothing was left.

The temporary fix is simple: run a wire directly from the alternator to the battery and bypass the ammeter. Rick double-checked after installation and, yes the battery is now getting a charge from the alternator. The TR 250 is ready for its trip home. That includes overnight at Hays, Kansas, and a Tuesday morning visit to the Sternberg Museum. It also includes driving through a challenging summer day of 105 degrees to return to Stilwell.

## Lessons learned

- 1) Take Web access everywhere. The motels, the repair shops, everyone asks if you don't have access to the Web. WI-FI is darn near everywhere, and options are few.
- 2) Directory assistance in the form of 1411 is useless. This service referred us to numbers that were no longer in service and could not find us an 800# for The Roadster Factory. (that excellent business has at least three toll-free numbers.)
- 3) Firestone, which put in the rebuilt alternator before the trip, was a disappointment. When called from Atwood, the shop that did the installation said they have no connection with other Firestone shops other than in the Kansas City area, and could give us no help in finding a replacement part. If you consider it, the car probably didn't need the alternator this shop installed.

- 4) Diagnosis may not initially present the correct problem. If the Firestone replacement alternator hadn't been a rebuilt one, there might have been a bit more critical thinking about someone saying, "The alternator isn't charging." It WASN'T charging, but the real question was, "why?"



A coil of copper wire was broken in pieces - see 10 o'clock position

- 5) People are great! We gave many people in western Kansas and central Colorado the chance to help us, and every single one of them did, most without any reward at all.

**Among the people we have to give our most sincere thank you:**

**Andy and Matt** of Sramke Cattle company (Thanks, guys! You're our heroes!)

**It'll Do Motel** (not a Hilton) in Atwood

**Terry Hughes** VTR

**Brooks Turner** VTR

**Jim Elbe** VTR

**Moss Motors**

**Mountain Imports** in Estes Park

**Dave's Oil Service** Atwood – Dave and Rita

**O'Reilly's Auto Parts** Colorado Springs – Regina

**Precision Motors** in Colorado Springs – Rick, we're so glad you are fluent in British!

*Roger & Pat*



I've been a big fan of the dauntless reporter Tintin since I was about 8 years of age.

**The Adventures of Tintin** is a series of classic comic books created by [Belgian](#) Georges Remi, who wrote under the pen name of [Hergé](#). The series is one of the most popular European comics of the 20th century, with translations published in more than 50 languages and more than 200 million copies of the books

Here Tintin and Capt. Haddock are in hot pursuit of treasure in a TR2 in the new movie.

*Chip*

# 2011 Donations: Charities & Gifts

By Bob Aguilar, Treasurer/Secretary

As you all know by reviewing the Treasurer's Report in our newsletter we have made several donations throughout 2011. Jack Edwards, our Club Director, mentions these donations in his article the "Drippins". So, I will report here the break out of how much we have donated and to whom. Most of the donated money comes from the 50/50 raffle and other donations collected at our club night out events. The remainder comes from your annual dues.

**Charity:** This expense line item was for a total of \$ 250.00. \$50.00 went to the Kansas City Airline Museum after touring that facility. We donated \$200.00 to the ALS foundation in memory of member Frank White who passed away on April 30, 2011.

**Gifts, Josh Edwards Fund Donation:** \$367.00 was donated to Josh who was severely burned in an accident on June 10, 2011. \$267.00 was collected from 50/50 raffles and club members passing the hat at Club Night Out events. KC Triumphs donated an additional \$100.00.

**Gifts, Misc.:** \$401.21 total. \$44.98 was spent on flowers for Sandy Boyse's mother who passed away in February. The club bought dinner (\$46.92) for the Hubers after touring their company's solar and wind facility including building and windmill. The club donated \$100.00 to help sponsor the Heartland MG Regional Car show. As a result several Triumph Club members participated. We sent sympathy cards to several club members after learning of their loved ones passing, \$9.31. We donated \$200.00 to Mind Drive, an organization to encourage inner city students to participate in projects to build electric cars. This was Tom Strongman's program presentation at our annual banquet this past December.

The board approved a 2011 donation of \$300.00 to the Lupus Foundation of America with funds collected from the 50/50 raffles this past year. Although this donation has been made, it will not show up in the Treasurer's Report until January 2012. The donation is in honor of Karin Boyse Imhoff, daughter of Steve and Sandy Boyse.

Your Kansas City Triumphs Car Club has been very generous over this past year and with your help and generosity will continue to be. Thank you all for your help and continued support.

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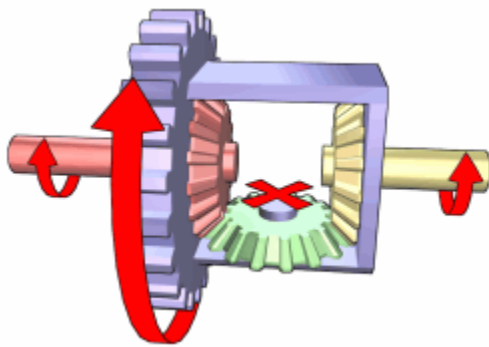
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## WEDGE WORDS

My Triumph is patiently waiting all snug in the garage for me to make time to go for a spin. Of course that means our “real” vehicles are outside in the elements and my better half gently reminds me of that whenever the frost needs scraping off her car's windshield. I have considered renting storage for the winter season but so far I have been too cheap to do that. And if I had the TR off in some storage place I would soon forget that there was work that it needed to be ready for the driving season. Not that I seem to be starting any of those projects but when you have to stumble past the inert lump every time you go in or out of the back door you can't totally forget you need to get away from the TV and the computer and the library books eventually.

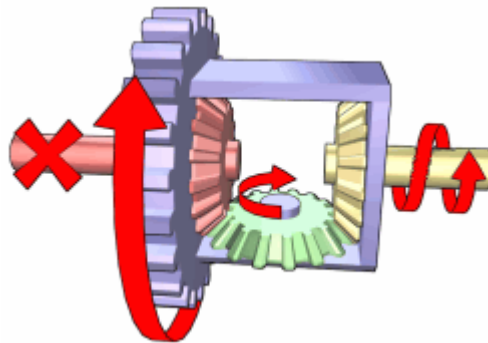


For several years I've been saying I would tackle the noisy differential. Surely this will be the year. On the TR7 and 8 the rear end is not the type where you can just pull the pumpkin and put that on the bench. So I need to either unbolt the whole rear axle assembly and remove it from the car or plan to lay on my back looking up into the dripping gears. Neither option is very

inviting. And once I disassemble the thing there are a few parts like the crush tube for the pinion bearings that are not available anyplace I have looked. But shims and



bearings can be bought with just a drive to Victoria British and I am assuming that the ring and pinion are still fine. I have always made sure there was ample lubricant in the rear end and running dry is about the only thing that will really destroy all the expensive things inside.



The other jobs on my list are quick and easy little things mostly cosmetic. Way back when I had the car painted I decided not to have the rockers and lower quarter panels painted low gloss black like they were from the factory. Glossy body color is a lot easier to keep clean and I thought I might like the look better. But now I'm considering

squirting a couple rattle cans of black down there once I thoroughly clean the surface and mask off the area. Even I should be able to do that job in less than a day.

And these days I rarely use the CB radio I mounted permanently under the dash. I might remove that. And thinking of radios, the AM/FM tape unit in the dash has lost its AM capability and it would be cheaper to replace it than to get it repaired. I don't need a CD player or an IPOD input since I never buy recorded music anyway. The radio provides an infinite variety of tunes and talk for free. But I suppose these days you can't buy just a radio without features I won't use.

If I were really motivated I might take the prototype nylon travel cover I made and see if I could do a more professional job on another. My skills as a seamstress are lacking. But it works better than a tonneau cover since it also covers the windscreen and slopes enough to keep rain from puddling and dripping into the interior of the car. And the nylon folds up in a fraction of the size and weight of the heavy vinyl tonneau.

Maybe I'll start some of these projects. Or maybe I'll sit here at the keyboard instead.

*Steve Olson*

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**Plus many others!**



# Treasury Report 01/01/11 to 12/31/11

## COMMERCE CHECKING BALANCE

01/01/11: \$2,430.44

## INCOME

Advertising	\$275.00	
Banquet, Current Year	\$870.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$330.00	
Membership Dues, Renewal	\$1,470.00	
Other Inc., Donations	\$50.00	
Other Inc., Grill Badges	\$27.00	
Other Inc., Josh Edwards Fund Raiser	\$267.00	
Other Inc., Raffels	\$324.00	
TOTAL INCOME		\$3,613.00

## EXPENSES

Administrative Supplies	\$35.94	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$951.87	
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	\$401.21	
Insurance	\$150.00	
Misc.	\$13.41	
Newsletter	\$0.00	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$30.00	
TOTAL EXPENSES		(\$2,534.82)

INCOME - EXPENSES: \$1,078.18

COMMERCE CHECKING ENDING BALANCE 12/31/11: \$3,508.62

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 12/31/11: \$3,543.62





**Jack and Laraine  
Edwards**

**Residential Sales Specialists**

Office: (816) 331-2323

Jack Cell: (816) 591-4351

Laraine Cell: (913) 381-8070

Fax: (816) 892-3452

Email: jack-edwards@sbcglobal.net

  
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**913-782-0088**

**TimsTireCenter.com**  
**444 S. Kansas**  
**Olathe KS 66061**

## Advertising Rates

Support The Kansas City Triumphs by advertising to a dedicated group of enthusiasts. Advertising is billed annual and prorated through the year

\$80/year 1/2 page

\$40/year ¼ page

\$30 for a business card

Contact [Ckigar@hexnut.us](mailto:Ckigar@hexnut.us)!

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# 2012 Event Calendar?

Planning Meeting Saturday, Jan 14<sup>th</sup> at 6:00



Directions: From I-435 and 45 Highway (Exit22), East on 45 Highway (aka Tom Watson Parkway) for .2 mi., Take 1<sup>st</sup> right at the gas station on to NW Brink-Meyer Rd for .5 mi, Take second left (just past the constructions area – no road sign) continuing east on NW Brink-Meyer Rd for .6 mi to NW Hickory Dr (1000 Oaks Subdivision), Right on NW Hickory Dr. for .2 mi. to 6680 NW Hickory Dr. (Third house on the right). Bring a side dish or dessert to share and your own drinks.

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DO YOU LIKE  
**TRIUMPHS?**  
JOIN THE  
KANSAS CITY **TRIUMPHS** SPORTS CAR CLUB!  
Club Director  
Jack Edwards  
[jackhedwards@gmail.com](mailto: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.

12713 W 119<sup>th</sup> Terr

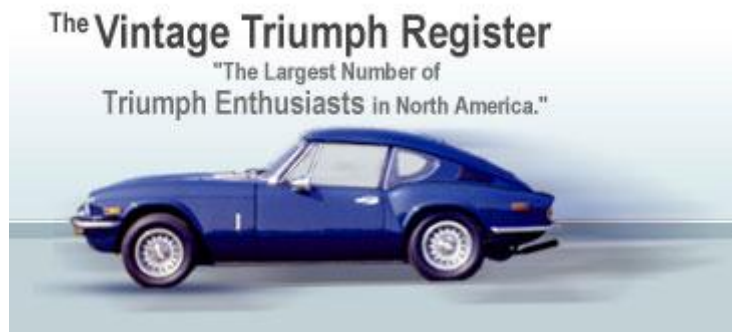
Overland Park, Ks. 66213

913/681-3202

[Rgaguilar@aol.com](mailto:Rgaguilar@aol.com)

Name
Spouse
Address
City, St Zip
Phone ( )
E-Mail
Car Information
Year Model Commission #

Add additional cars or cycles on the back. We look forward to seeing you!



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