



## Volume 38—Number 5 October 2016

### Directors Drippings

By Ed Blend

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Vacant

By the time you read this it will be officially fall with the hope of crisp cool mornings and evenings and soft, warm summer like days. Really good top down weather for a short time and then winter, yuk. We have had plenty of rain during August and September. Everything is green and beautiful, what a great time to be alive and kicking.

At long last the Heartland All British has come and gone. We had a great committee and I hope we put on an enjoyable show. I especially want to thank Victoria British for their sponsorship. Your Saturday BBQ was a wonderful event, appreciated by all who attended and enjoyed the marvelous meal. We, the British Car Owners, feel that your involvement in the British car culture in Kansas City has been the lynch pin that keeps us going. We are so fortunate to have you in our city. And, not to forget Aristocrat Motors who graciously let us use their business as a venue, along with their involvement in the show made the event a roaring success. Hopefully we can keep this going for a long time to come. I also want to thank our club for their attendance and our board for the setting up of our tent and showing our presence. We even gained a couple of new members. Last, but not least I would like to thank all of our other sponsors for their help, including the weather forecasters who saw fit to give us a beautiful day for the show.

Many of our club members appeared as participants and visitors. I certainly hope that all of you had as good a time as I did. Don Opplinger did well with two entries. He took 3<sup>rd</sup> in the Austin-Healey class and 2<sup>nd</sup> in the TR4 class. Bob Haefner took 3<sup>rd</sup> in the MGT class, his Spitfire, my old car, did not place. Among 1<sup>st</sup> place winners were Steve Peak with his TR4 and Jim Nye with his TR6. Paul McBride, Steve Olson, Mark Meyer, Pat Fischer, Bob Aguilar, Dave Mackintosh and Charlie Hoch also received medals for their entrants. I hope I did not leave anyone out.

The highlight of my day was seeing that Steve and Sandy Boyse were able to come out and enjoy the show. I sincerely hope that both of you are on the road to recovery. I also found out, just yesterday, that Jack Edwards is going to have back surgery on Tuesday, September 20<sup>th</sup>. Jack we all wish you well and a speedy recovery.

We have some new members that I would like to welcome to the club, Pat Idoux and Bryan See, Bob and Dottie Purcell, David Denton and Rebecca Orpin, Michael and Lauren Lake, Roger Hoyt and LaDene Morton and Alan and Vickie Miller. I hope to see you all at our club night out.

I am hoping that we still have time to arrange a Chili Dinner yet this year and we are working on getting our Holiday Dinner on the books. There will be more to come regarding the upcoming events. I suppose that most of you know our winery event was rained out, I want to thank Steve Vehlewald for setting this up, sorry Steve there is no accounting for the quirks of the weather, things just happen. Along that note, Bob Aguilar mentioned an event a couple of weeks ago that I email blasted the club with. Many of you might remember the group, Maria and the Mexicans from a Holyfield winery event we had a couple of years ago, well they were to perform at Johnson County Community College and they were rained out too. We just can't get a break. Steve V. also hosted our Fall Tune Up at his well equipped garage on September 10<sup>th</sup>. There should be some photos in this issue. Steve another thank you for hosting, we had a good turn out and everyone, I believe, had a chance to get their car on the lift. (continued next page)

Remember dues are due, be the first kid on the block to renew. No one should be locked out at our membership price of \$20 per membership.

Remember too, if anyone wants to present a function let's hear it. If you want to go to a cruise any night or to a coffee at any of the venues that have one and you want club company, just blast us on our club email. Someone will surely join you at the event.

That's about it, see ya all soon....ed

### Fall Tune Up, September 10, 2016



### Save These Dates

December 1, 2016: Holiday Party at the Hereford House in Shawnee, KS. Details to follow through an Evite announcement.

January 21, 2017: Planning meeting at Ed Blend's HOA Club House, 135th & State Line, Leawood, KS





## Kansas City Triumph Chili Supper

**Saturday, October 29<sup>th</sup>, 2016. 6:00 PM**

**Paul & Margaret McBride's Residence**

**22714 W. 51<sup>st</sup> Street Shawnee, KS.**

Please bring your favorite chili, side dish, or dessert.

BYOB. Club will provide soft drinks.

**Directions:** We are in the vicinity of Johnson Drive & K-7 Highway.

**From I-435** exit at Johnson Dr. and proceed West over Hill & Dale past the 13 Million Dollar Deffenbaugh Estate (it's for sale) the Sports Valley (Baseball diamonds, Beach Volleyball, Ice skating, softball) to the Stop sign at Casey's. Then straight ahead to the 2<sup>nd</sup> Stoplight. Turn right (North) on Woodsonia Drive and proceed to 51<sup>st</sup> Street.

**From K-7**, exit at Johnson Dr. and proceed through a very English "round-a-bout" to the Stop Light at Woodsonia Drive and turn left to proceed north to 51<sup>st</sup> Street.

The Grey House on the corner is your destination!

-Paul & Margaret McBride 913-441-0499

## Full Circle

By Lynn Fredericks

My love of Triumphs began with my dad's first TR3. The sound and smell of that car has stuck with me for more years than I care to admit.



Fast forward to two years ago when my TR6 arrived, after a long search, I now had the one Triumph our family had not owned. (Except a Stag). We attended this springs tune up event partly because had excitedly read that Matt's friend Bob Purcell was bringing his TR3. My dad sold his TR3 to a co-worker named Bob Purcell. Could it be the same TR3 Bob bought from my dad "a million years" ago? Bob didn't come to the event, but Matt called him and we spoke about the car's history. After comparing notes we determined it was my dad's car. We exchanged contact information, and in August, Bob invited us to come visit my old friend. He drove me around his neighborhood, and I was a little kid again. It looked, sounded and smelled the same; who says you can't go home again!

Bob and the TR3 met us at the All British Car show this month, and I twisted his arm and got him to join the club.



We took this picture of our cars to document my full circle of Triumphs. I sent the picture to my folks and my mom sent me a photo of the day Bob came and got the TR3. We are not quite sure of the year, but was somewhere in the late 60's. Dad says of the 64 cars he has owned, the TR3 is one of the few he wishes he still had.

Thanks Bob for being such a great steward of a piece of my history, by taking such great care of my old friend.



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## WEDGE WORDS

By Steve Olson

Lately my TR8 has been haunted by the ghost of Lucas or perhaps Horace Mann who designed the wedge. At least the car starts now that the fresh rebuilt starter from Victoria British has been properly installed. The original starter went to my favorite rebuilder but it needed a part that is no longer available from any source we could find so it became just a core that I could return and get my \$50 back. Having a car that starts is a luxury I have become addicted to. Or should that be a luxury to which I have become addicted? Either way I prefer a car that doesn't have to be pushed to get it going.

But then the ghosts came along and started deleting my radio presets. I narrowed that down to them disappearing whenever I used the starter. It takes a pretty severe drop in voltage for the radio to go totally dead but voltage does drop some when the starter is pulling a lot of amps. Easiest thing to check was the battery and the parts house did that for free and said it was good though far from new. Next I consulted the wiring diagram in the shop manual to look for a bad connection to the radio. That diagram is way more complex than earlier TR's but it didn't show any radio wires except for the one getting power from the ignition switch. I know there is also a hot-all-the-time power supply just to keep the presets alive. It has to be a purple wire same as the one to the clock and the courtesy and trunk lights. Those lights don't go seriously dim when the starter is cranking so maybe somewhere under the dash there is a purple wire with a bad connection. There is no reasonable access to check that.

In the garage I was able to cause the problem several times simply by cranking the starter. So I jacked up the car and began to look at the wiring to the starter. But before I had even touched anything I noticed the problem had gone away. 20 times out of 20 the car started and the radio remembered what stations I liked.

So I snugged up all the connections on the starter and cleaned the battery terminals again and put my tools away. I seriously doubt anything I did will solve the problem. But I can't work on a problem that isn't there. When it comes back I guess I will have to call Ghost Busters to help me look for green slime.

P. S. The problem came back an hour later. This time I removed the radio and dug deep behind the center stack and eventually found the purple wire I was looking for. It has an inline fuse and the plastic fuse holder had gotten brittle and broken. So once I have that fixed I am confident the ghosts will be eliminated. Well, once I manage to get all those wires and heater controls and radio and whatever all that other stuff is put back in place the ghosts will be put back to sleep for a while.

## Fix for Spitfire Leaky Overdrive

Submitted By Bob Haefner

Steve Vehlewald recently removed the engine from his Spitfire to correct a few annoying issues. One being the J type overdrive transmission leaking fluid out of the long shaft drive unit. The cause was a cooked and plugged up vent valve on the top of the unit as seen in the photo below:

J type TRIUMPH Transmission with overdrive Vent Valve, -  
- when it is cooked like this one,  
or stopped up oil is forced out on long drives.



Steve Vehlewald and Steve Olson came up with a permanent fix since a vent can no longer be acquired. They installed a vent pipe that runs up through the engine compartment. No more leaks. See photos below:



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Call Wild Child to have your personal items embroidered with the Kansas City Triumphs logo. They have the pattern.





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## Rusty the TR4, Renamed “Winston II”

By Ron Denning

This is the second installment of the '64 TR4 rebuild.

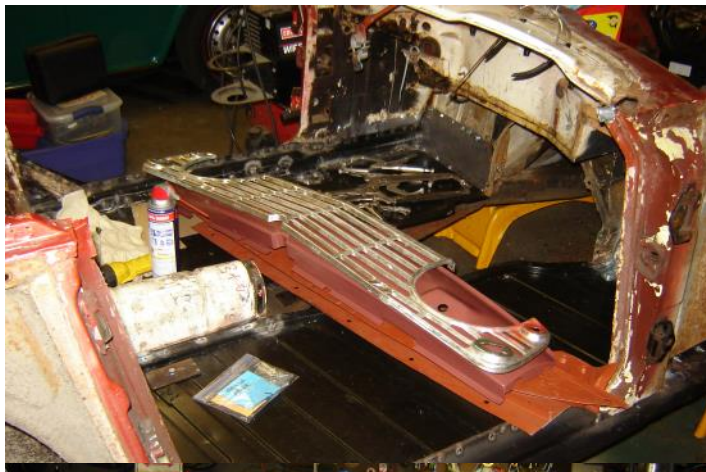
At the time of body separation from the frame the rusty panels in the body structure have been addressed except for the battery shelf. I just received that new sheet metal piece from Rimmer Bros. It will be cut in later.

I picked up a pair of decent front fenders and will use them for patching the ones that were on the car. They all seem to rust in the same places. DUH! The rear fenders are serviceable as are a pair of 4A doors I picked up. A good windshield frame and glass with TR4 sun visors and mirror was acquired, a nice find. Well worth the 20 bucks.

All the machine work on the engine has been done. The crank mic'd out as standard. So only a polish was needed. New sleeves, pistons, and rod bushings were purchased. New cam bearings were installed. The crank and cylinder sleeves have been installed. All the greasy engine components have been cleaned and painted.

Last weekend was set aside for the body to frame separation. I resurrected my body cradle I used for our TR6 restoration. Modified a few attachment points and it was ready to receive the body shell. It separated without a hitch. I can now access both the body shell top and bottom, and proceed with cleaning, painting, and rebuilding the chassis suspension, fuel, and brake lines. Here are a few photos of our progress.

Note that the mag wheels that are now on the chassis will be available for a new home once I install the new wire wheels..... If anyone is interested let me know.





## Brits in the Ozarks 2016

By Roger Elliott, Pat Fischer

A small but happy contingent from the Kansas City area drove to Fayetteville, AR, on September 9 (drive down), September 10<sup>th</sup> for the show and the drive home Sunday. This show always features extras - Friday night BBQ in the hotel parking lot, photo of the entry cars and drivers, silent auction. The proceeds go to the Arkansas ALS chapter, and you can tell the show gets a lot of sponsors for this good cause: the show made \$20,000+ this year for the charity. Another extra for us "straight road" staters, are the twisty Arkansas roads in the area.

Attending from the Kansas City Triumphs were Ann and Richard Woody, whose TR8 won 2<sup>nd</sup> place in their class; Linda and Larry Birks won 2<sup>nd</sup> place for their modern MINI; and Pat Fischer and Roger Elliott, won 1<sup>st</sup> place for their TR250. (In the interest of disclosure, there were two cars in the TR4-250 class, both 250s. Where did all the 4s go?)

The MG Club contingent: Monica and Rick Mills won 1<sup>st</sup> place for their MGBGT; Charlie Hill, 2<sup>nd</sup> place in the Morgan class; Chris Armacost, 2<sup>nd</sup> place for his MGA coupe; Tom Berry 1<sup>st</sup> place for an MGA coupe; and Dean Wheeler.

This show has always drawn a wide variety of British cars, from sport drivers to elegant saloons, and the diversity and rarity of the cars is part of the draw. This year's speaker at the Saturday night dinner was Mike Dale, CBE, who worked for the Donald Healey Motor Company and is a former president of Jaguar Cars North America. The British Iron Touring Club of Northwest Arkansas does a great job with this popular show.



## HEARTLAND ALL BRITISH CAR AND CYCLE MEET 2016

By Steve Olson

This year we managed to totally surprise the recipient of the Forever Bill Young award. That award was created a few years ago to recognize someone who consistently gives time and energy to make our car hobby more enjoyable. The late Bill Young certainly did that and we hope he approves of the award. Bill often neglected his own many car projects and ignored his own life challenges to give his time to others working on British cars. Project MG Roadmaster which you can find on the web was only one of the crazy things he contributed to. I could go on about Bill but I won't do that here.

This year the award went to Roger Elliott who has worked tirelessly on our local car shows and Triumph club events. He had repeatedly asked at committee meetings who we were considering for the 2016 award. We managed to change the subject but he kept bringing it back up. We were finally forced to concoct an elaborate list of candidates and had planned to even pick one if he insisted. We all knew full well that Roger would get the award. It wasn't easy to keep him out of the Email loop as we discussed this but judging by the look on his face when his name was called I think we kept our secret.



(File Photo)

I hope he enjoys his well deserved award and that it inspires him to get his own car projects moving forward when he isn't busy keeping our web site updated, designing our logos, printing our programs, etc. Be sure to tell him Thanks!

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2017 dues are \$20 (\$25 if you want your newsletter mailed via USPS) and are due before October 1st. See enclosed Membership application in this newsletter.



Jeffery and Micki Givens, 1959 TR3A

David Denton and Rebecca Orpin, 1972 Spitfire IV

Michael and Lauren Lake, 1965 Spitfire

Roger Hoyt and LaDene Morton, 1959 TR3

Pat Idoux and Bryan See, 1956 TR3A

Bob and Dottie Purcell, 1954 TR3

Alan and Vickie Miller, 1960 Spitfire, 1967 Lotus Elite, 2000 Lotus Elise

### 2016 KC Triumphs Calendar of Events

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Lead Person</u>	<u>Location</u>	<u>Notes</u>
10/6	Club Night Out	6:00 PM		Birdies	
10/7 to 10/9	Lake Garnett	TBA	TBA	Garnett, Kansas	Three day event, Friday BBQ, Saturday Car Show and Sunday run the track
10/22	Fat Run		Gary Cahill		MG Club Event
10/27	Board Meeting	6:00 PM		Birdies	All Members Welcome
10/29	Chili Supper	6:00 PM	Paul McBride	Paul & Margaret McBride's: 22714 W. 51st St. Shawnee, KS	Bring favorite chili, side dish or desert, BYOB. Club provides soft drinks
11/3	Club Night Out	6:00 PM		Birdies	
11/5	Guy Fawkes Bonfire	TBA	Geoff Pollert	TBA	MG Club Event
11/17	Board Meeting	6:00 PM		Birdies	All Members Welcome
11/24	Thanksgiving				
12/1	Holiday Party	6:00 PM	Steve Vehlewald	Hereford House , Shawnee, KS	
12/29	Board Meeting	6:00 PM		Birdies	All Members Welcome
1/21/17	Planning Meeting Dinner	TBA	Ed Blend	Ed Blend's HOA Club House, 135th & State Line, Leawood, KS	Dinner furnished by the club. Members bring covered dish or dessert



## Car Transporting

By Michael Robins

Perhaps the club would like this information:

Ever wonder how to transport a car? Recently I inherited a car and had to get it from Cleveland, OH to Topeka, KS. This can be done several ways. By yourself ( this usually means renting a trailer) or get the car shipped.

To do this (shipping) you can either directly contact a shipping company, Hemming's Motors News has numerous listings, or contact a broker. A broker is NOT a shipping company. The broker will contact various trucking companies and get you a quote. Some brokerages will charge a fee up front, all will quote you an estimate of the cost. Beware an estimate may not be the real cost. The estimates for the shipping of an MGB ranged from 400 to 900 dollars.

Upon delivery the trunk driver will want payment . This is usually done via cash or certified check.

Item to be a ware of: Either a too high or too low estimate, up front fees when the brokerage wants you credit card number, is the brokerage insured, licensed and bonded, lastly do due diligence and find out as much about the brokerage as possible. This industry is rife with deceptive practices. Do not leave any items in the car.

I am more than willing to supply further information. [stjoemichael@yahoo.com](mailto:stjoemichael@yahoo.com)

## Restore Your Soft Top Windows



Using Meguiar's #17 Plastic Cleaner and #10 Plastic Polish purchased through Amazon.com. See "how to" at our facebook page:

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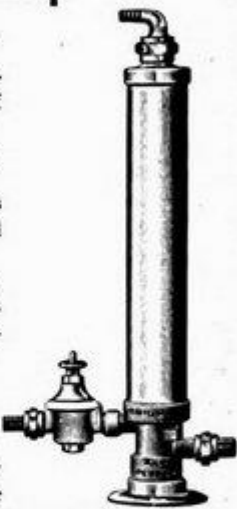
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## Heartland All British Car & Cycle Show Photos

September 4, 2016





## Heartland All British Car & Cycle Show Photos

September 4, 2016





# Heartland All British Car & Cycle Show Photos

September 4, 2016





## Heartland All British Car & Cycle Show Photos

### September 4, 2016





# Heartland All British Car & Cycle Show Photos

September 4, 2016





# Kansas City's



## Heartland All British Car and Cycle Meet

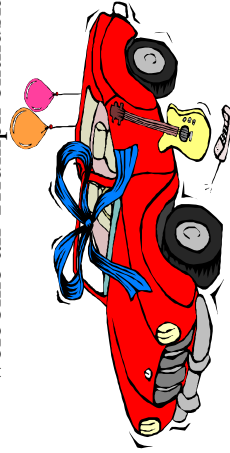
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### 2016 Winners

Class	Description	First	Second	Third
A	Austin-Healey 100 4, 6,3000	Mac Humphries	Colin Smith	Don Opplinger
B	Frogeye Sprite	Joe Richardson	Joe Richardson	Daren Traub
C	MGA	Tm Berry	Dean Wheeler	Steve Stockham
D	MGB/MGC/GT 62-71	Phil Collins	Tom Sim	Jim Danielson
E	MGB & GT 72-74.5	Robert Holmes	Brian Goldsmith	Al Moore
F	MGB & GT 74.5-80	Simon Dix	David Dobbins	Rick Dyer
G	MGT Series & Pre-War	Jerry Old	ohn Boles	Robert Haefner
H	MG Midget & AH Box Sprite	Al Calon	Steve Olson	
J	TR2 & TR3	Jeff Givens	Paul McBride	Mark Meyer
K	TR4, TR4A & TR250	Steve Peak	Don Opplinger	Pat Fischer
L	TR6	Jim Nye	Bob Aguilar	Dave Mackintosh
M	Spitfire & GT6	Will Burke	Jim Matney	Charlie Hoch
N	TR7, TR8 & Stag	Kent Prather		
O1	Jaguar Sport to 87	Ken Smiley	Kris Gamble	Stew Koesten
O2	Jaguar Saloon to 87	Kris Gamble	Jon Mensie	Dale Wycoff
O3	Jaguar Sports 88+	Stew Koesten	Larry Petty	
O4	Jaguar Saloon 88+			
P1	Mini Classic	Don Peterson	David Craven	Don Ipock
P2	Mini BMW	Robert Fritton		
R	Lotus	Chuck Robins	Gregory Harris	Dennis Maruszak
S	British Saloon	Brent Kasl	Mark Ibenthal	Marvin Huey
T	British Sport	Gary Simmons	Bob Bramlage	Dave Gilmore
W	British Cycles			
X	AC/AC Cobra	Wayne O'Blair	Paul Baraban	



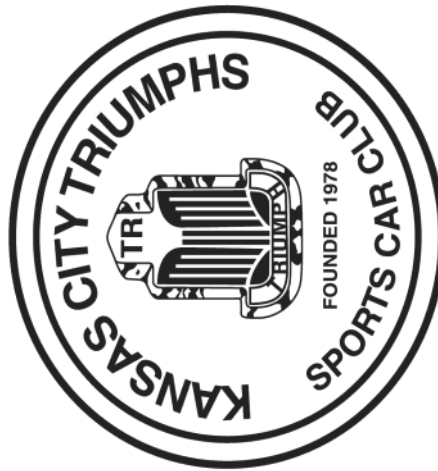
The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you 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 or renew, complete the application and mail with \$20.00 check (\$25.00 for newsletter delivered by snail mail) payable to "Kansas City Triumphs" to:

Mark Gillisen, Treasurer  
9131 Darnell St.  
Lenexa, KS 66215  
913-888-4565

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



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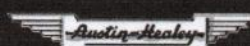
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Third Annual

# Lake Garnett Grand Prix Revival

Track Event • Autocross • Car Show  
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# Third Annual Lake Garnett Grand Prix Revival

*The annual Lake Garnett Grand Prix Revival is a full weekend for car enthusiasts and their families.*

## **Tentative Schedule** (Subject to change, updates online)

**Friday, 7th** Cookout and social event at Garnett Inn and Suites.

**Saturday, 8th** Car show, downtown Garnett  
Parade through Garnett  
Autocross at the Anderson County High School  
Spectator Rides around the track  
**Corvette Extravaganza at the track**  
Entertainment and festivities, downtown Garnett

**Sunday, 9th** Registration at the track  
Parade Laps around the track  
Morning Track Sessions  
Race Car Exhibition  
Afternoon Track Sessions



Registration Opens  
**AUGUST 1st**

*Visit our website for  
up-to-date information  
regarding the schedule of  
events – [www.lggpr.org](http://www.lggpr.org)*

## **The Track Event - A Group for every driver...**

### **Group A - Top speed of 60 mph.**

This is the gentlemen's group. There will be spirited driving if you like, but at a slower, more relaxed pace. Drive here if speed isn't your thing, if you don't have experience on a track, if you don't want to be pressured by cars behind you, if your car cannot go faster than 60 miles per hour, or, if your passenger is going to be shrieking in your ear that you are going too fast!

### **Group B - Top speed of 80 mph.**

Drive here if you want spirited driving with some cars at the limit of their performance, at 80 miles per hour on the straights. Also consider this group if you have a powerful car but limited track experience. If your car is a classic with an engine with a displacement of 1,500 cubic centimeters or less this may be your group. Remember, as with all groups, there are more corners than straights.

### **Group C - Top speed of 100 mph.**

This group is for cars that can easily get up to 100 miles per hour, have good handling and brakes, and have drivers that want to test their skills. Cars in this group will be powerful classic sports cars whose drivers have track experience. Some V6 engines may be at home here as well as V8's that will run conservatively. You will be pushed by cars behind you, and you will be passed by some.

### **Group V - Vintage Race Cars.**

This group will feature vintage race cars from the past. Cars in this group will be the old, fast sports cars. Speed will not be the focus of this group. It will be a chance to celebrate some of the fantastic cars of the track's history and time period. The cars will be hand picked by our organization.

### **Group H - Historical Sports Cars.**

A very unique group of factory stock cars produced prior to 1960. These are older and slower sports cars. This group is by invitation only, but if you think you have a car that would represent well, please contact us. [Russ@VALOMILK.com](mailto:Russ@VALOMILK.com)

### **Group E - Exhibition Race Cars.**

This is an exhibition group reserved for race cars and drivers with racing certifications. This group is by invitation or application with acceptance only. This group will operate under more stringent rules aligned with established racing event rules – even though this group will not be racing!

**More on our website – [www.lggpr.org](http://www.lggpr.org)**