



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 41—Number 4 August 2019

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Summer Fun — Russ Sifers "Test Drives" Paul McBride's TR3

Director's Drippings— Summer Fun

By Steve Vehlewald, Director

So how has your summer been going so far? Ours has been busy as usual but there has been a noticeable increase in club activities. Having joint events with the MG Club and other area Clubs has been a positive.

In fact, there has been so much activity it's tough to make it to all the events. Larry Taylor, as Activities Director, along with the creative talents of the rest of the board have really stepped up the excitement level.

There are so many highlights for me this summer the first of which was the Dyno Tune at Jesse Prather Racing. The difference in my Spitfire has been very noticeable. It is a pleasure to drive the car with the performance increase it gained.

Continued on pg. 2

UPCOMING EVENTS

- 8/17 Tech Session—Valve Adjusting
- 8/18 River Market Car Show
- 8/31 Heartland Food Truck & Boot Sale
- 9/1 Heartland All British Show
- 9/12 Kactus Creek Croquet

Director's Drippings (cont.)

We had a wonderful breakfast run to Louisburg with perfect weather for top down driving. This was the longest trip Jayne and I have had in the Spitfire together since we owned the car. It was great we could get the trip in around our parent's schedules.

The best for me for the last two weeks has been the adventures of "The Jeffs from Kansas" - Jeff Givens and his son Jeffery who competed in an eleven-day road rally in Europe. I loved reading a couple of blogs about how they were doing in Europe, and how they handled the challenges of a 2200-mile journey in a 60-year-old well prepared car. The pictures have been beautiful and make you feel as if you were there. From the readings I got the distinct impression the rest of the teams were impressed and dismayed at the same time with the reliability of Jeff's car compared to the failures others had. Other than a minor field refitting of the entire exhaust system, Jeff's car worked flawlessly. How many of us could travel long miles, some on gravel roads, and have the reliability of that 1959 TR3A? I do not believe my Spitfire could handle that journey.

I am sure we will hear more from Jeff Givens at the September Club Night Out. We will have a Special Edition of the Club Newsletter devoted to the Jeffs' 2019 Liege-Brescia-Liege Rally sometime this fall.

The 2019 Club Calendar has something almost every week during the summer months so there are still plenty of opportunities to exercise your cars. The next big events are the KC River Market Car Show, and the Heartland All British Car Show. I encourage everyone to attend these events as they will both be well attended, and they will add to my Summer Fun!



Read all about the 2019 Liege-Brescia-Liege Rally in Europe, and the Rally adventures of Jeff Givens and his son, Jeffery, in the following blogs:

--official Rally blog at <https://www.facebook.com/LBLRallies>, and

-- Andrew English's blog in the UK's "The Telegraph" at:

<https://www.telegraph.co.uk/cars/classic/rallying-cry-liege-brescia-liege-classic-car-rally-diary/>

Watch for more rally coverage in an upcoming Special Edition of TRTimes



British Car Week Picnic and “Test Drive”

By Warren Wood

Once again, your Kansas City Triumphs Club ushered in the summer season on June 2 with its annual picnic culminating “Drive Your British Car Week” (May 25-June 2). The last Evite count for the event indicated 77 members and guests planned to attend, which seemed fairly accurate judging from the packed parking lot at Shelter No. 10 in Shawnee Mission Park, the picnic’s venue for the last few years. We invited other area British car clubs to attend, so the car viewing was not limited just to Triumphs as you will see in the nearby photos. Quite a few MG models showed up as well, as did some Minis.

Attendees enjoyed hotdogs ably grilled by Bob Aguilar, Ed Curry and Mark Gillissen, along with all the fixings and a great selection of side dishes and desserts contributed by most everyone there. Thanks to Mark and Judy G. for hauling an SUV full of picnic gear, food and beverages to the park, and to the club’s Board for setting up and tearing down everything.

A new extra-curricular activity was added to the picnic this year, proposed and administered by Russ Sifers. It’s called “Test Drive,” and it involved one member offering to let another member take his car for a test drive around a specified route in the park, just to experience how another Little British Car handles. Unknown how many folks took advantage of this opportunity, but quite a few LBCs were seen leaving the parking lot (tentatively at first) and then returning shortly thereafter with their drivers bearing wide grins. I’m guessing we’ll see more Test Drive events in the future.

Oh, and some of the cars’ owners experienced something new in their own cars, too. For example, as Russ struggled to wedge himself into the left side of his right-hand drive MG TC, he was heard to exclaim, “In all my years of owning this car, this is the first time I’ve tried to get in the passenger’s seat!”



Picnic (Cont.)



Holy-Field Winery: Triumphs & Jazz

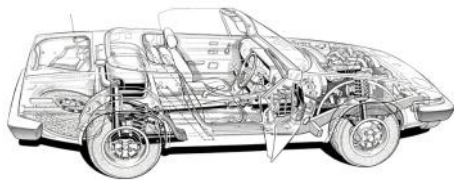
By Paul McBride Photos –Margaret McBride

Friday night June 7th 16 club members enjoyed the sounds of the MGD'S, wine and plenty to eat. NO RAIN and "goldilocks" temps. Many of us brought food to share and the Werners food truck served German sausage.

Steve & Cheryl Carver beat us there and we secured a prominent table with a great view of the bandstand. Seven Triumphs and a Mini parked together in a spot reserved for us. We were able to checkout David Copas' rare TR7 Spider (Not pictured). Mike & Debbie Obrock drove their racing-striped TR3. Also In attendance: Aguilar's, Kigar's, McBride's, Meyer's and Peak's.

The seven piece MGD'S band featured 3 horns and 4 solid river town backbeat rhythm players. Drum and keyboard personal doubled on vocals. Good jazz improvisation with a hint of *Blood Sweat & Tears*. It was an enjoyable night of music. And an added Bonus: No flies or mosquitoes! Join us next year.





WEDGE WORDS

By Steve Olsen

What kind of oil should we be using in our old British cars? I have heard and read the opinions of several experts and folks who think they are experts. I am NOT an expert on this subject (or any other subject). The issue is ZDDP also called zinc. It is in engine oil to help cope with extreme pressure and rubbing action. Primarily it is needed where the lifter slides on the cam lobe. Modern engines have roller lifters and don't need nearly as much ZDDP. And the zinc causes the catalytic converter to clog up and fail sooner. So modern oils have greatly reduced amounts of ZDDP.

Just how bad our cars need ZDDP and how much of it is enough depends on who you ask. Some say that once a new cam and lifters are broken in with an abundance of zinc it embeds in the metal and they are good to go. Others say the need for ZDDP continues forever and that we need a high concentration of it. Those who sell ZDDP additives say they offer a simple solution although their products cost a few dollars. Some "experts" say that additives don't mix well with oil not designed for them and so just lay in the bottom of the oil pan offering little benefit. Racing oils usually kept behind the counters at auto parts stores have more ZDDP than others but some "experts" say even that isn't enough. Since our cars are not race cars, some "experts" say these racing oils lack the detergents and other additives that street machines need. Specialty oils are available mostly online that have plenty of zinc but are not cheap and are not available on the road if you need to add a quart. Just how much we should be concerned depends on which "expert" you believe.

I recently heard a solution that to me seems reasonable. Motorcycles mostly have flat tappet cams like our old cars and they don't have catalytic converters. So oil makers put plenty of zinc in motorcycle oil. Your local auto parts store or mega-mart likely carries motorcycle oil. Just be sure you don't buy the oil for 2 cycle bikes. Our old friend Castrol makes a 20w50 motorcycle oil that seems like **perhaps** a perfect answer. I am sure not all experts will agree. We live in a free country so your opinion is just as valid as mine so feel free to keep on doing whatever seems to be working for you. Like I said at the start, I am NOT an expert.

CARBURETOR VELOCITY STACKS

By Larry Taylor

At Dyno Day, Kent Prather mentioned that having short carburetor velocity stacks that would fit in the in air cleaners would probably be good for three horsepower gain as they smooth out the air flow. I purchased a set of these at the VTR in La Crosse last year from Ted Schumacher with TS Imported Automotive. <http://www.tsimportedautomotive.com/index.html> for \$39.95 for the pair. The ones I purchased are 1/2" tall and fit 1 3/4" SU and 175 Stromberg and fit inside my K & N Filters. Installation was easy, but I did need to purchase shorter spacers that go on the bolts. I already had these stacks on when I had my car Dyno Tuned, so I do not know if I am getting the additional three horsepower or not.



Body Raising

By Mark Gillissen

On July 11, a cool and sunny Thursday morning, members of the Triumph Club assisted raising the body of my TR-6 so that the frame could be rolled away and a needed repair undertaken. With able direction from Ed Curry (a body raising veteran) and club members, Steve Vehlewald, Bob Aguilar, Brock Hansen, Chip Kigar, and Warren Wood we began the separation procedure. The plan was simple, though not entirely well thought out, with two scaffolds positioned over the car and ratcheting tie-down straps of sufficient strength and a couple of jacks, the body would be lifted to a point that a hoist could be attached in the center. The hoist is necessary because ratcheting tie-downs do not release tension slowly and a sudden drop would not bode well for the body. Ed's hoist was chained to a couple of 2x4's between the scaffolds and the tie-down straps were attached to the scaffolds using bar clamps and then hooked to the bumper mounting holes in the rear and the bracket with a hole near the front wheel wells. Why else would that bracket with a hole be there?



As the body was slowly raised by jacks and the tie-downs, the first obstacle appeared. Ratcheting tie downs only allowed us to raise the body about 12" before the strap had filled the ratchet. Oops! So another set of tie-downs was attached to hold the body while the first set was unwound. It slowed the process but solved the problem. It became apparent though that we would not be a good sculling team as our tempo on ratcheting always seemed to be a little off and as the car tilted residual gasoline from the empty tank dripped at our feet but we still wobbled our way to the finish line. And so it went, ratchet, release ratchet, tighten other ratchet, ratchet, release other ratchet all the while Ed is hoisting in case we screw up. Shortly we had clearance to roll the chassis out from underneath the body and due to the attention to detail of the team nothing was ripped off.



It almost seemed anticlimactic to lower the body on to the rolling frame that I shamelessly copied from Ed's photos of his rolling frame. It was rewarding to see that the first major hurdle in my repair had been completed successfully. A remarkable group of guys that jumped to the task and only ate the donuts I provided after everything was done.



Body Raising (cont.)



Some of you may be wondering why this was necessary and so I should give you the back story.

I began to suspect that my car wasn't quite right. It always got me from point A to B but I thought it could have been doing a better job. I also realized that I needed somebody with Triumph experience because I was not making it better and probably had self-inflicted problems. I contacted one of our advertisers, Gary Gumminger of Euro-Asian Motors and he assured me he could undo whatever I had screwed up and make it run well. True to his word Gary had the TR running great. He had some recommendations of other things that might need to be done BUT he pointed out I had a real problem with a differential mount. The problem is a cracked passenger side front differential mount, apparently a somewhat common occurrence in TR6s. We discussed the options to fixing the problem. Glumly, I took my car that was now running great and went home to ruminate on a course of action.



Body Raising (cont.)

I've had this car for 44 years and it has never had a major problem, it had always taken me home without fail. The thought of it finally having a major problem was disappointing. Attached are the photos of the cracked differential mounting bracket and the cracks where the mounting bolt goes through the frame.

Jeff Taylor loaned me his transmission jack and I removed the differential for a better look. Not as simple a task as I thought but it had been in place for 44 years and so had the fasteners. A particularly stubborn rear mounting bolt caused me to use brute force and an impact wrench. A mistake as I twisted off the threaded portion of the bolt, another self-inflicted problem. Of course that's when I remember my nut splitter would have been the perfect solution. Oh well, too late. Now it was being increasingly clear the only option would be to remove the body from the frame.



After consulting with several club members, in particular, Ed Curry who had recently removed a TR6 body from its frame and Craig Vaughan who is experienced at doing the repair and kindly gave me an overview of what was involved; I went back to thinking on the wisdom of doing the repair myself.

Being retired and not getting any smarter, I decided with trepidation to give it a try. After all the KC Triumphs is a great support group and what could go wrong that they couldn't give me an opinion on and be willing to help me resolve.

I Began work on disconnecting anything attached to both the body and the chassis. Brock Hansen gave me much appreciated help with the interior and bonnet. Soon I was ready to attempt to lift the body high enough to roll the frame with engine and transmission attached under the body and into my driveway. I emailed club members who had expressed an interest in helping. I very much appreciate their help and want to thank Warren Wood for most of these pictures.

Maybe in the future I will have a tale of two halves.



2019 GOBMC ALL BRITISH CAR SHOW

By Larry Taylor

Diane and I left for Carthage, MO at 10:00 Friday morning June 7th following MG Club members Diane Cotton and Tom Berry for the 20th Annual Greater Ozark British Motoring Club (GOBMC) Car & Cycle Blowout and arrived around 12:30. Later we were joined by Triumph and MG Club members, Steve and Carol Olson, Rick and Monica Mills, Denny and Ruth Hale, all from Kansas City, and from Coffeyville, KS Cecil Wise and Mia Gans, and from Nebraska Jim Danielson.

There was a complementary BBQ Friday evening in the Quality Inn parking lot serving burgers, brats and side dishes. The food, especially the brats' was good and there also plenty of conversation, beer, soft drinks and I served 4.5 liters of margaritas. There was a brief five-minute rain shower that moved everyone under the tent, but most stayed until it was near dark.

At 8:30 the next morning, we arrived at the courthouse square where the show was held. After a brief check in, a photographer took pictures of the car as we drove in and we moved to our assigned spot on the west side of the square. There was only one other TR3 entered and sadly very few other Triumphs. In fact, attendance overall was down over prior years. I was told that there were a number of cancellations due to thunderstorms in the forecast earlier in the week. As it turned out, except for the brief shower Friday, the weather was near perfect.

The morning was spent looking at the cars, visiting with old and new friends, checking out the shops around the square, the participants' choice voting and, of course, having lunch at the corner deli. Voting closed at 1:00. In the afternoon there was a ladies' tea held at city hall and a driving event. I was told the ladies tea was very nice. I took part in the driving event which went several miles on old Route 66 and then on I-49 heading toward Noel, MO. However, after too much time on the interstate, Rick Mills decided to opt out of the tour and stop at the Cave Bar and Grill near Lanagan for a beer and the rest of the group followed. Yes, it is a restaurant built in a cave. We never made it to Noel.

The awards banquet started at 7:00 at the Woodshed on the square. The dress theme was All Things British. I did not dress the part, but Diane Cotton did and won the award, as she has in a number of past years. We had a wonderful dinner. Photos taken that morning of all the cars were projected on the wall while we ate. After dinner, Guy Mace, owner of the Route 66 Auto Museum in Springfield gave a brief talk on car values. The two takeaways I got from the talk, is that it is very unlikely that you can restore a car and come out ahead financially compared to buying something already restored and secondly, the value of our sports cars is generally stagnate, not going up, but not going down.

This year, everyone was given a trophy. At the banquet, if you got first, second or third place in your class, you were given a stick-on engraving to add to the trophy indicating such. As the winners were called, a photo of their car was projected on the wall. In my TR3 class, there was a tie, so both cars were awarded first in class. Most of the Kansas City group received awards including Steve and Carol Olson whose MG Midget received first in class. There were also number of door prizes given away including a new laptop computer. At the end of the banquet, you could take copies of the photos they took that morning, all complementary.

Sunday morning we had a complimentary breakfast of fruit, sausage, eggs and biscuits and gravy at the home of GOMBC members Dave and Rhonda Thorn. This home is a three story 5,200 sq. ft. Victorian mansion decorated in the period style. On the third floor is a Dave's man cave which has his collections that includes neon beer signs and model cars. To see this house was worth the trip by its self. After breakfast, we headed for home. The driving weather was near perfect and I arrived home at about 11:30.

I hope from this detailed summary you will get the sense that this is really a fun show to attend. This year I did not get the registration information out to the Club members as I should have. Next year, I will do a better job with the hope that we will have a strong showing of Triumphs.

GOBMC (Cont.)



Breakfast Run to Miss B's Cafe, Louisburg, KS

By Bob Aguilar

Saturday July 13th was a very beautiful morning with a temperature around 70 degrees and low humidity. Members from the Kansas City MG Car Club and Triumphs Sports Car Club in 17 LBCs (one MGA Coupe, one MGB-GT, one MGC-GT, five TR-3s, six TR-6s, one TR-8, one Spitfire and one GT-6) and a couple of other non-LBCs gathered at the Highland Plaza US Bank Parking lot at 119th Street & Highway 69 in Overland Park, KS.



We departed about 8:00 AM traveling south on Switzer Blvd to 179th Street, then east to old Metcalf where we turned south to Louisburg and Miss B's. This 25-mile route is a mix of both residential properties and farmland. Often, we were dwarfed by the vast corn crops. Along the way Pat Fischer & Roger Elliott joined the caravan in Roger's Spitfire at 199th Street and Metcalf. The drive down was leisurely and very pleasant. Upon arriving at Miss B's, we found that several other TR Club members were waiting for us (one TR-4 and two Spitfires as well as two more non-LBCs). Total folks gathered at Miss B's for breakfast was about 40. A really great turn out. Miss B's Cafe was prepared as I had called a few days earlier to warn them that the British were coming. They were very pleased and grateful to be serving such a large group of car enthusiasts. Breakfast was good and service at Miss B's was outstanding.



Breakfast Run (Cont.)



After breakfast everyone gathered in the parking lot and visited. A few were going to visit some of the local Antique stores or visit the Cedar Creek Feline Reserve.



Breakfast Run (Cont.)

A group of TR Club members drove over to visit life-time club member, Gary Perry at his Assisted Living Residence. We presented Gary with our 40th Anniversary Book as there are several photos of him in that book. He was very happy to see us with our Triumphs and very appreciative of the 40th Anniversary Book.



TRIUMPH FOOD CRITICS

By Larry Taylor

The first outing of the Triumph Food Critics on Saturday, June 29th was to O'Dell's BBQ in Belton, Mo. Attending were Chip Kigar, Jeff O'Brien and his son Ian, Rodger Suchman & Mary-Ann Gaston, Ron Ray, Steve & Cheryl Carver, Steve & Kim Peak, and Larry Taylor & Diane Paoletti.

About half of the group went for the pulled pork sandwich and while most of the others had the burnt end platter. Available sides were three choices for fries, beans and slaw. After eating the Food Critics rated the restaurant on a 0 to 5 basis, with five being the best.

Food	4.2
Service	4.8
Value	4.5
Atmosphere	4.4
Overall	4.4

These ratings are in line with Trip Advisor's overall rating of 4.5 and Google's overall rating of 4.4. The most critical review was an overall of 3 noting, "The hot sauce was mild. Burnt ends were tough". Another also commented, "Tough burnt ends."



Other comments included:

"Good food and good service"

"Nice atmosphere, great service"

"Good place"

"Nice waitress"

"Great pork, crispy fries, waitress attentive"

"Good smoke and bark on burnt ends, curly fries had a good crunch outside and soft center, slaw was creamy, sauces – regular a bit sweet, hot good flavor medium heat"

"Beans & slaw were sweet, but not overly, beans had good smoky flavor, fries were crispy, burnt ends were good not too crispy, a bit tough but overall good"

Thanks to all who attended despite the warm weather.



The Great Car Show

By Larry Taylor

The Great Car Show was held at the Liberty Memorial on Sunday, July 21st as a benefit for the World War One Museum and the Kansas City Auto Museum. I attended with my TR3 along with Club members Ed Curry in his TR6 and Jim Guglielmino with a TR7.



Once again the weather failed to fully cooperate with the rain through the night and into the morning causing some no shows. The rain stopped about 8:00 and it was partly to mostly cloudy for the rest of the day. The grounds were a little soggy in places and the sun was hot when it was out, but all in all a pleasant day.

There was a strong showing of British cars with members of the MG Club, the Lawrence Club, and the Jaguar Club in attendance. The Austin Healey Club was also there in force with at least a dozen cars. I am not sure how many cars in total were there, but my registration number was 402 so I assume at least that many. There was a carnival like atmosphere with music playing, a large number of food trucks and vendors and a lot spectators viewing the cars. Our registration also entitled us to tour the World War One museum, which I passed on, and to go to the top of the Liberty Memorial tower which I did do – the view at the top is outstanding.



I received the Best Classic Car Award which was presented by Hagerty Insurance. I asked them how many other awards were given out and they said they award only one, so I feel very honored because there were a lot of very nice classic cars there.



As Luck Would Have It

My Aunt Gave Me Some Snow Mobile Gloves

By Craig Simon

It was Thanksgiving 1976. I had started my junior year at University of Missouri in Columbia. A few months earlier, before heading to Missouri, I had pushed my Triumph out of my Uncle's barn located in Waldorf, Maryland (just outside Washington, DC), charged the battery, aired the tires, gassed up and headed out. My parents were still in Morocco.

Since I wanted with family over the Holiday, I decided to visit my Mom's side of the family in Vergas, Minnesota, population 281, home of the World's Tallest Loon (Look it up). I spent a few days seeing cousins, uncles and aunts, answering a lot of questions: What kind of car I drove, how can a person so tall, drive a car so small? Does it have heat? "if you hit a deer, wouldn't it land in your lap?"



The morning before heading back to Columbia, it snowed 2 or 3 inches in Vergas. Temperature went from 30's, down to 17 degrees. My Uncle offered to buy me breakfast at Loon's Nest diner, so I said I'd drive and drop him off at work which was close by. We walked to my car, but my Uncle can't open his door. Door handle is frozen. I get in and open it from inside. He crawls in, looks at me and say's "Well, things are a little snug in here aren't they?" The diner was only a few blocks away, so the Triumph never warmed up and some comments were made about frostbite and freezing to death before I made it back to Missouri.

I must admit, I didn't come fully prepared for Minnesota's cold weather. Actually, I wasn't prepared for any type of cold weather. I had been in North Africa three months earlier and my concept of cold was wearing my Dad's field jacket over a tee shirt.

The next morning temperatures were again in the low teens and as I said my goodbyes to everybody, my Aunt, she gave me some old snowmobile gloves and a blanket. She had apparently talked to my Uncle and he might have expressed concern about a car with no heat, 17 degrees, and an improperly dressed nephew found frozen alongside the road, somewhere in South Dakota.

Getting the usual late start, day went to night extremely fast and it got cold. How cold? The glass container of "Tang" I always took along on road trips, had a very thin layer of ice on top. Yes, ice. Granted, it was in the rear jump seat where there was a cold draft emanating from the gap in my convertible top, but ice it was. Sitting on a hand to keep it warm, was not working very well either. **As luck would have it**, I remembered the snow mobile gloves my Aunt gave me. Digging them out and with a warm blanket on my lap, I drove across the frozen tundra back to Missouri. For the next two winters, while attending school in Missouri, those gloves became part of my driving ensemble. Keys? Check. Wallet? Check. Dad's Navy field jacket? Check. Snow mobile gloves? Definitely.



REMEMBERING CB HARRIS

Posted from Facebook by CB's Son

On Monday June 17th, I had to say good bye to my dad, CB Harris. Although he has had a long list of health problems, his death came very unexpectedly.

Dad had so many interests in life from teaching, woodworking, carpentry, wild-life, plants, scenic spots of the world, and of course cars. But anyone that knew my dad also knew that he loved people and being with them. I think one of his favorite things in life was a good story. Man could he tell stories. Some of them I have heard a 1000+ times, but today I find myself wishing I could hear just one more.

Dad also loved to learn about cars. He recently discovered YouTube and became enthralled with all the knowledge hidden in its videos to help him restore his most current rescue project; his 1969 XKE. As a rule, dad always worked on cars with someone. My son and I have been working on his XKE with him for the past year or so. We plan on finishing the car for him, but it sure is going to be a lot harder without him there.

Unlike most, dad preferred to find a car that was being stored in boxes and coffee cans and I mean that quite literally. He loved knowing that he brought a car back and saved it from a junkyard grave. His TR3 was just days away from being sent to the crusher when he found it. He spent 18 years rebuilding it. He could always see the potential in a car even when it was in the worst condition.

Dad taught me so many things in life. I don't think I have even begun to realize how much he will be missed.

[A memorial service for CB was held on June 28th at a community building in Garnett, KS, followed by a parade of all types of cars driving in his honor.]

MEMORIAL SERVICE FOR CB HARRIS

By Larry Taylor

I attended the memorial service for former Triumph Club member and a principal founder of the Lake Garnett Grand Prix Revival, CB Harris, on Friday June 28th in Garnett, KS. Other attendees included Triumph and MG Club members Russ Sifers & Pam Gardner and Lawrence Club members John Styers and Susan McKenzie.

The service took place at the Anderson County Community Building adjacent to Lake Garnett. After the service, there was a police escorted car parade to the downtown square and then a lap around Lake Garnett following the Grand Prix route. Lunch was served after the parade.

CB and his wife Cheryl (who passed away in 2017) were very likable individuals. The British car community will miss them.

Insanity is a BMW M3 powertrain in a Triumph TR6

By Kyle Smith/Hagerty

Engine swaps are the ultimate way to realize automotive what-could-have-beens. Ford small-block in a small British roadster—*poof*—Shelby Cobra. Yanking the Chevy 216 inline-six in favor of the sturdy 235 in your Advance Design pickup? Nice factory-fit upgrade. What about going completely off the rails, though? That is where you end up with a BMW M3 powertrain in a Triumph TR6.



While perusing a cruise night in my Corvair, I came upon a Triumph TR6 with the hood up. Not a wild scenario for those who believe stereotypes about British cars, but since the hood was up and the car wore a set of massive 17-inch wheels, I was curious what might be going on under there. Boy, was I surprised.

Tucked snugly between the wheel wells was an S50 inline-six yanked from an E36 BMW M3 from the 1990s. The 240-hp 3.0-liter mill features an iron block and aluminum head, a big step up from the 112-hp inline-six that resided in this engine bay from the factory.

To call this engine compartment “clean” is an absolute understatement. The presentation was flawless. The owner walked over after he saw me gawking at the car for a bit. He said that the original builder of this hot rod wanted the swap to look like a factory fit. I say he succeeded. I was particularly impressed with how much room the radiator and fan had—this is not 10 pounds in a 5 pound bag. It looks organized. Neat.

The frame is said to be strengthened and braced, which is likely a very welcome upgrade. The TR6 was known to be a flexi-flyer when it was new, and now we’re 50 years on and it’s packing 150-percent more power. A five-speed manual trans is bolted to the back of the inline six, though the current owner says a six-speed would be nice for highway driving. Four-wheel disc brakes take up residence behind the giant-looking 17-inch Minilite-style wheels.

I am all about this engine swap. It seems like a really cool way to have an overpowered British roadster—without losing the inline-six burble that makes some of the great Brits great. (I can practically hear an Austin Healey 3000 right now.) Are there other ways to inject modern power into a classic roadster? Certainly. In fact the LS-series engines—that’s right, you thought you would make it through an article about engine swaps without hearing those two letters?—is lighter and more powerful, but just doesn’t seem right in this case. Or does it?

BRITS IN THE OZARKS INVITATION

The British Iron Touring Club invites you to attend the 18th annual Brits in the Ozarks All British Car & Cycle Show in Fayetteville Arkansas. This year's schedule includes driving tours on Thursday and Friday, September 5th and 6th. The Thursday tour will be a little shorter this year with more stops for, umm, sight seeing and relief. The route will take us from the host hotel to Low Gap for lunch with a stop on the way at the historic Kingston square. The route home will include a stop at the historic Stamps Store in Osage, Arkansas. Figure about an hour and a half each way plus stops. The popular Friday tour is likely to include War Eagle Mill, the Hobbs Estate visitors center, and, maybe, Crystal Bridges museum of American Art. There is no charge to participate in either tour. Departure will be at 10:00 each morning from the host hotel.

The legendary parking lot party takes place the evening of the 6th, the car show on the 7th and the awards banquet the evening of the 7th. This year we are excited to feature as our special guest



legendary story teller, broadcaster, and racer David Hobbs (left). David is sure to entertain us with wonderful tales of his racing and broadcast career.

As always this is all for a good cause. Every dime in excess of event costs goes to charity. Our primary beneficiary is the ALS Association, Arkansas Chapter, whom we help with its fight against Lou Gehrig's disease.

For a registration form and other information please go to our website, www.britishironnwa.org and click on the "2019 Car Show" link. There you can also find information about the host hotel and directions to Agri Park where the car show will take place. Also, be sure to "like" us on Facebook. Search for British Iron Touring Club.

Come join us for a great time and a great cause.

Club House Continues to Take Shape**

Work on the new KC Triumphs Club House continues although on a delayed schedule. The contractor blamed the heat for the delay and the need to be at his lake house when it's hot. When confronted with cost overruns, he sighted the Electrician's large boat payments for the extra cost. The late addition of the tap room and Givens Simulator to the design have also caused issues.

None the less, when completed, the club house will be the ultimate car guy hangout. Here's a recap of the planed amenities:

- Six bay garage each with a Vehlwald lift
- Prather Racing Dyno Monitor station
- Givens Road Rally Simulator
- Ye Olde Birdie's Tap Room
- Board of Directors offices, each with wet bar

Stop by, check the progress and see your 50/50 raffle "donations" at work!



WELCOME NEW MEMBER

Dan & Karen Sullivan
1969 GT-6



Find us on:
facebook®

<https://www.facebook.com/kansascitytriumphs/>

** If you believe this, you're in the wrong club!

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, but unless there was something unusual, those reports won't be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of June 17, 2019:

Mark Gillissen reported on the successful June 3 Summer Picnic. --- The date for July Club Night Out was changed to July 3 to avoid a conflict with the Fourth of July holiday. Notifications will be sent out. --- Because attendance at the annual Holiday Dinner in December is expected to increase, there was discussion about finding a venue with a larger dining room than the room in the Shawnee Hereford House. --- There was discussion about a number of upcoming Club events and who will be responsible for each event's coordination.

Board Meeting of July 16, 2019:

Mark Gillissen reported on his investigation into Black Hoof Park off of Monticello Road in Lenexa as a possible alternative to Shawnee Mission Park for the June 2020 picnic. --- Steve Vehlewald reported on two recent club events: Jesse Prather's Dyno Day in Topeka and the Summer Breakfast Run to Louisburg. --- Warren Wood discussed a requested proposal to amend the By-Laws to change the month for the Club's Annual Meeting from January to December, during the annual Holiday Dinner, so that newly-elected officers would have time to prepare for the annual event planning meeting that will continue to be held in January. --- There was consensus to drop the Club's ad in the *KC Star's* "Fun on Wheels" section as that section seems to have disappeared from the hard copy of the *Star*. --- Due to an expected need for a larger room for the December Holiday Dinner, the members discussed the merits of Garozzo's Ristorante on College Blvd. in Overland Park. No venue decision has been made yet. --- The members discussed proposed articles for the August *TR Times* newsletter. --- Larry Taylor discussed upcoming Club events.

JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sport cars. We are a social club of approximately 100 enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, group email and technical sessions giving you many opportunities to enjoy your Triumph and other little British sport cars. We publish a bimonthly newsletter sent to all members. All members receive a 10% discount from Victoria British. Don't worry if you don't currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiasts and other British sports car owners.

To join or renew, complete the application and mail with a \$20 check (\$25 for paper copy of newsletter) to:

Mark Gillissen, Treasurer
9131 Darnell Street
Lenexa, KS 66215
913-888-4565

NEW MEMBER APPLICATION

New: _____ Renewal: _____

Name: _____

Spouse: _____

Address: _____

City, St, Zip: _____

Phone: _____

Email: _____

Car(s) Information:

<u>Make</u>	<u>Model</u>	<u>Year</u>	<u>Vin#</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

2019 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

<u>AUGUST</u>		
8/1	CLUB NIGHT OUT, PEGAH'S 6:00 PM	
8/17	TECH SESSION - VALVE ADJUSTMENTS	
8/18	KC RIVER MARKET CAR SHOW (MG)	
8/20	OFFICERS MEETING	
8/13	HEARTLAND ALL BRIT FOOD TRK & BOOT PARTY	
<u>SEPTEMBER</u>		
9/1	HEARTLAND ALL BRITISH CAR SHOW	
9/5	CLUB NIGHT OUT, PEGAH'S 6:00 PM	
9/7	CARS & COFFEE AT KC AUTO MUSEUM (MG)	
9/5 - 7	BRITS IN THE OZARKS - FAYETTEVILLE, AR	
9/12	KACTUS CREEK CROQUET - PARKVILLE, MO	
9/14	PHOTO SCAVENGER HUNT (MG)	
9/17	OFFICERS MEETING, 6:00 PM	
9/21	ST. LOUIS ALL BRITISH CAR SHOW	
9/28	BARN PARTY (MG)	
<u>OCTOBER</u>		
10/3	CLUB NIGHT OUT, PEGAH'S 6:00 PM	
10/3 - 6	6-PACK GATEWAY TRIALS - ST. LOUIS	
10/5	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)	
10/6 - 11	VTR NATIONAL - DRIPPING SPRINGS, TX	
10/6	LAWRENCE CAR SHOW - LAWRENCE, KS	
10/11 - 13	LAKE GARNETT TRACK EVENT & CAR SHOW	
10/13	GARNETT TRACK DAY PICNIC (MG)(PENDING)	
10/15	OFFICERS MEETING, 6:00 PM	
10/19	FALL FOLIAGE RUN (MG & LC INVITED)	
10/26 - 27	FAT RUN (MG)	
<u>NOVEMBER</u>		
TBA	MILL CREEK HILL CLIMB (MG)	
11/7	CLUB NIGHT OUT, PEGAH'S 6:00 PM	
11/9	PONY EXPRESS/JESSEE JAMES, ST JOSEPH, MO (LC)	
11/9	CHILI SUPPER	
11/19	OFFICERS MEETING, 6:00 PM	
<u>DECEMBER</u>		
12/5	HOLIDAY PARTY	
12/17	OFFICERS MEETING, 6:00 PM	
<u>JANUARY</u>		
1/2	CLUB NIGHT OUT, PEGAH'S 6:00 PM	
1/18	ANNUAL PLANNING DINNER	
1/21	OFFICERS MEETING, 6:00 PM	

PEGAH'S RESTAURANT, 12122 W 87th ST, LENEXA KS

EVENTS IN BOLD PRINT ARE SPONSORED BY THE KANSAS CITY TRIUMPH SPORTS CAR CLUB

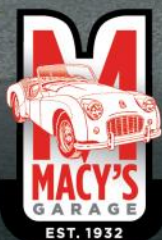
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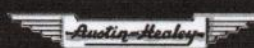
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Planning for a Triumphant Trip



Ed Curry
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913-432-5182

Edward.Curry@hrblock.com

TRIUMPH OVER TAX

The Vintage Triumph Register

was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



NAME THE LBC



Hint: It's British but not a McLaren



June's LBC is a Triumph TR10 (A Standard 10 rebadged for the US market)

Classified Advertising

1975 TR6

- 6,000 miles since body off frame restoration.
- Asking \$18,000.00
- Contact Ron Dening 816-587-8815, rdenning@kc.rr.com



TR 3 PARTS



Jack and Tool Storage Bag. Heavy, durable vinyl. Will hold TR3-4 jack and ratchet, plus tire iron or smaller head wire wheel lead hammer. Never used. \$50 Keith Jordan 913-314-2720 ckjordan@kc.rr.com



TR4 speedometer and tachometer. Working when removed from my car just recently. \$60 each or \$100 for the pair. Keith Jordan 913-314-2720 ckjordan@kc.rr.com



TR3 hardtop. Some surface rust, but solid. Rear window intact, some mounting hardware included, missing chrome side rails. Sorry photo is not the best. \$400, prefer local pickup. Keith Jordan 913-314-2720 ckjordan@kc.rr.com

Classified Advertising

1972 Spitfire Mark IV

Work done in last 17 months: New convertible top, rebuilt transmission and new clutch, new rear leaf spring and shocks front/rear, new muffler/tailpipe, rebuilt both seats with new foam, new carpet, new fuel gauge, u-joints, battery, radio and speakers, floor mats, fuel pump and seat belts.

Comes with a hard top and two extra boot covers. Receipts totaling \$3,500 from Victoria British will be provided. All dash lights, turn signals, gauges and heater are operational. Clear title. Car is completely tuned and well maintained. Moving late July and must sell. Call or text anytime. 913-207-9230. \$6,000 Firm.



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Enclosed is \$_____ for _____ Flare-O-Flame
tailpipe attachments.
Send cash, check or money order.
(The cost for each is \$2.00 postpaid or \$4.00)

Name: _____

Address: _____

City: _____ Zone _____ State: _____



SUE CUFF, TELEVISION SHOW HOSTESS, SHOWS OFF IMPROVEMENTS TO THE TRIUMPH SPITFIRE.

Not to be published until 10 March 1972

Classified Advertising

1978 Triumph Spitfire 1500

- Maintained and upgraded by KC Triumph Club members since 2006
- Complete records back to 1996 documenting \$26k in parts and labor
- Never any rust or bodywork
- All new tires 2 years ago
- New Robbins Top and Tourneau cover
- Phone 913 469-4306 (leave message) or email bhaefner@gmail.com
- The car is in Olathe, KS and can be inspected indoors
- **Price reduced to \$16,900**
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157678806867638>



1951 MG TD

- Well maintained driver. Build date February 13, 1951.
- Odometer has been reset during a 1983-1988 frame off rebuild.
- Complete records of rebuild and major expenses since 1988
- Current mileage on odometer; 12,618.
- Replacement of wood and metal in 1983-88 were stock - MG TD parts.
- Car places well in local shows.
- Only driven 321 miles since June of 2015.
- Includes original owner's manual, shop manual, Whitworth wrenches and original jack
- Paint in fantastic shape for the 32 years since car rebuild
- Top is old but serviceable, Side Curtains are in very good condition.
- Prior owner invested \$15,000 in car
- **Price reduced to \$16,900**
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/7215770599208901>



1979 MGB, MK IV Convertible

- Two-tone Brooklands Green over Frost Green.
- Honey Tan top and interior
- Never rusted California car
- Stainless exhaust
- Compression 140 all four cylinders
- Extra chrome engine dress up, all stainless flex lines (fuel brakes and clutch)
- New and upgraded parts too numerous to list
- Displayed often at the Kansas City Auto Museum
- New battery 6/29/2015
- Odometer 36,746 only driven 128 miles last five years
- **Price reduced to \$8500**
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com.
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157703603213851>



Heartland All British Car and Cycle Meet



5740 Merriam Dr.
Merriam, KS 66203

**Merriam
Marketplace**

September 1, 2019

Sponsored by:

9am-2:30pm



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MOTORS

Awards|Food|Entertainment

www.heartlandallbritish.com

HEARTLAND ALL BRITISH CAR & CYCLE MEET 2019 SCHEDULE OF EVENTS

Saturday, August 31

5 p.m. – 7 p.m. Supper - Food Truck
Boot Sale

One meal with FIRST car on early registrations
Additional meals \$10 subject to availability.
Boot Sale for registered attendees. No trailers

Sunday, September 1

8 – 10:30 a.m. Registration

10:30 a.m. – Noon People's Choice Voting
2:00 p.m. (As soon Awards Presentation
as ballots counted)

We are returning to:
**Merriam Marketplace
5740 Merriam Drive
Merriam, KS 66203**

See our website www.heartlandallbritish.com for additional information.

LOCATION

Merriam Marketplace, located at 5740 Merriam Drive, Merriam, KS 66203.

Saturday Supper and Boot Sale

Food Truck supper at the Merriam Marketplace. **ONE paid meal per FIRST car on early registrations.** Additional Meals available for \$10 subject to availability.
Registered attendees will be able to bring items for sale at the supper. Trailers will not be allowed.

Food Trucks Day of Show

We will have a breakfast truck and a lunch truck at the location again this year.

AWARDS

Awards will be presented after voting by registered car owners has been tabulated.

VENDORS

Space for local and national vendors is available. One vehicle per slot, please. Additional vehicles may be displayed for \$10 each.

SOUVENIR APPAREL!!

This year we have several options for shirts. With your early preregistration (**postmarked by August 6, 2019**) you can get **one T-shirt free of charge** or get a **discount** on a polo or sweatshirt. Additional shirts can be purchased. All shirts will be Royal Blue with the design embroidered.

ORDER NOW

ONLY A FEW SHIRTS WILL BE AVAILABLE FOR SALE AT THE EVENT. SO ORDER NOW.

Embroidered hats will also be available at the meet.

Order must be **postmarked** by August 6, 2019.

2019 Heartland All British Car Meet T Shirt Design



Sponsored by

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Kansas City MG Car Club

HEARTLAND ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend -Saturday August 31st and Sunday, September 1st, 2019

PARTICIPATION CLASSES

A Austin-Healey 100,100-6, 3000
B Frogeye Sprite
C MGA
D1 MGB/MGB GT 62-71
D2 MGC/ MGC GT
E MGB/GT 72-74 1/2 Chrome Bumper
F MGB/GT 74 1/2 -80 Black Bumper
G T Series / PreWar

H MG Midget / AH Box Sprite
J TR2 & TR3
K TR4, TR4A, TR250
L TR6
M Spitfire & GT6
N TR7, TR8, Stag
O1 Jaguar Sports
O2 Jaguar Saloon

P1 Mini Classic
P2 Mini BMW
Q Morris
R Lotus / All 7s
S British Saloon / Other
T British Sport
W British Cycles
X AC, AC Cobra (incl. kits)
Z Friends of Brits (European)

Registration Form: Please send to: Kris Gamble 13621 S Walnut View, Olathe, KS 66061

Phone: 913 856 6556 Email: gamb06518@gmail.com

Fees		Totals		
First Car - \$35 _____	Additional cars - \$15 each _____	_____		
First motorcycle - \$20 _____	Additional cycles - \$10 each _____	_____		
Swap / Vendor - \$0 _____	Additional vehicle - \$10 each _____	_____		
ALL SHIRT ORDERS MUST BE RECEIVED BY AUGUST 6, 2019 ONE Free T Shirt Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL		No Charge		
OR ONE Discounted Polo Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL \$10.00 each				
OR ONE Hooded Sweatshirt Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL \$19.00 each		_____		
Additional Shirts T-Shirts Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL \$20.00 each		_____		
Polo Shirts Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL \$27.00 each		_____		
Hooded Sweatshirt Royal Blue: ___ S, ___ M, ___ L, ___ XL, ___ XXL, ___ XXXL \$38.00 each		_____		
Make checks payable to Heartland All British Car & Cycle				
TOTAL ENCLOSED		_____		
NAME (please print) _____ PHONE _____				
ADDRESS: _____				
CITY, STATE, ZIP _____				
Email address: _____				
Vehicle #1	Class	Year	Type/Model	Color
Vehicle #2	Class	Year	Type/Model	Color
Vehicle #3	Class	Year	Type/Model	Color

I will be at Merriam Marketplace for the Saturday Supper with a total of _____ people. (One Free Meal per first car early registration)

Hold Harmless Agreement

Owner voluntarily enters his/her vehicle in the 2019 Heartland All British Car & Cycle Meet, it is agreed as follows: (1) that owners will insure their vehicle against loss, damage and liability. Proof of such insurance, being in full force and effect, shall be provided to the Heartland All British Car & Cycle Assn., and Aristocrat Motors; (2) that owners do, hereby, agree to indemnify and hold harmless The Association and their agents or assigns, for any act or omissions which may result in the act, damage, destruction, or injury occurring during, or as a consequence of this event; (3) the owners, in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Owner's Signature _____ Date _____

Insured with _____