



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 42—Number 5 October 2020



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Director's Drummings**By Steve Vehlewald, Director**

I hope you have been enjoying the nice fall weather. The forecast looks to provide some nice temperatures for the next few weeks. The trees have started to change, and I am having the usual debate with myself whether I should put the hard top on or not. So far, the not installing idea is winning. Each time it's a 2-3-hour ordeal to get the top bolted in place. The floating nuts in the hard top are hard to capture since you are doing it blind. My fingers get very sore from gripping the bolt and trying to get it started into the receiver nut. Last time I installed it we used blocks of wood on the trunk section to raise the height to get a better start on the bolts. But that idea came after two hours of trying to bolt it on while it was sitting in the correct spot on the car. Let's hope the weather stays warm so I can delay this project to a much later date.

With the Covid pandemic my Spitfire has not been used very much this year, but when I do get it out it has been enjoyable. I am still very happy with the performance of the car since the dyno tune last summer. Hopefully next year we can get back to meeting again in groups and we can get our cars back on the road to events like the dyno tune, and other fun happenings. The Club Nights out at Pegah's have been fun, sitting on the patio and seeing people and their cars while socially distancing.

I am happy to see all the project work being done on various cars in this newsletter. I have the itch to work on the TR6, but there are other things that take priority over the car at this time. It is hard to get anything done when you are still working and have house repair projects. I did buy some parts from Bill Cunningham to help get my car project moving. My plan, if I can get to it, is to get the frame sent for sand blasting and repainting. First, I need to order parts and get them welded in place before I can think about the restoration. Mission creep has always been a problem for me on restoration work, I need to focus on one section at a time and worry about the rest later.

I hope you can spend some time this fall working on your project or just driving your cars while we still have the warmer temps. I am hoping to keep the hard top off as long as possible and continue to drive with the top down so I can enjoy the warm sun.

**UPCOMING
EVENTS****10/4 Lawrence Car Cruz In****10/11 Lake Garnett Track Day Picnic****10/24 Fall Foliage Run**

Member Updates...

Projects, Problems, and Progress

By The Ed-itor

Roget Elliot – GT6 restoration moving along. Body is now in Topeka with Mark Canaday. Roger is looking for a Spitfire 1500 intake manifold with square flanges.

Chris Barlow - Thank you everyone for the recommendations! Our car is not ready for paint and body work (Currently sporting original paint with small rust spots). When we are ready for that stage, we will let you know which shop we pick. Currently our car is in a non-rolling/drivable shape (hence the wheel dollies). So first up, is mechanical to get it to rolling and driving. Below is picture of car as it is currently. Disregard how dirty it is. It's covered in about 30 years of dust. I painted the wire wheels and added new rubber. I will continue to post as we make progress.



Lawrence Leiker - (Tom's Son) is looking for help getting Tom's TR3 back from Houston. Apparently, it is not running and Lawrence's brother does not want to fix the motor. He is looking for a trailer or reference for a hauling company.

Kim Simon - Her article about the TR Club's May 9 Historic Trails drive made it to the latest issue (Summer 2020) of 6-Pack Magazine. It is in the

"Club & Chapter News" section on page 9. Nice article! Too bad they didn't credit the author of the article, but it seems that their standard practice is not to mention the author's name, at least in the "Club & Chapter News" section.

Larry Taylor - TR3A has been running sluggish and getting progressively worse. Problem seemed to be in the ignition system. Bought a new Lucas distributor cap, new bumble bee copper core wire and Lucas spark plug caps thinking the carbon core wiring might be bad. That did not solve the problem. Pulled the Flame Thrower 40,000-volt coil and replaced it with a Lucas Sports coil carried as a spare – problem solved!

Steve Olson – Answered the call for Drive Your Vintage Car day on Aug 16th – “Well not quite dawn but I did drive the TR8 today.”



Bill Cunningham – TR6 restoration underway. Now at paint shop. Has Long list of unneeded parts. See Bill's ad in Classifieds.

Keith Jordan – Installation of all new tan interior completed and new wiring harness installed.

Member Updates Con't

Warren Wood - My California son has long been an admirer of the TR3's. On his recent visit, I thought he would like to see one "up close and personal." So, on Sept. 13 we took a beautiful Sunday morning drive in the TR6 up to "Fort Givens" where Jeff Givens kindly accommodated us by giving Cullen and me an excellent two-car caravan tour of the hilly countryside around Leavenworth County. Thanks, Jeff!



Guthrie Caroll—Drove his TR3B (The club's one and only) to Mark Canaday's Topeka shop for a total respray of an older restoration. Guthrie's 'spats' are a show stopper wherever he goes!



Steve Vehlewald – Purchased a lot of Bill Cunningham's spare parts for the long-awaited restoration of his TR6

Jeff O'Brien—The Spitfire is back from Topeka where Mark Canaday worked his usual magic in removing all traces of the tree that smashed the bonnet.

Craig Simon - My roommate from College Jim Webb and Triumph Co-Pilot (Travels in Triumph) came in for the week. We took some pics at museum. Staged an old photo. 2020 vs 1974...46 years later.



Croquet Outing

By Larry Taylor

At 6:00 on Thursday, August 27th, Club members Gary & Deb Davis, Mark & Judy Gillissen, Mark Meyer & Tammy Lane, Steve & Carol Olson and Larry Taylor & Diane Paoletti met at the Kactus Creek Croquet Club in Parkville for an evening socializing and playing golf croquet. Owner, nationally ranked croquet player Ellie Griffith, explained the rules of the game and demonstrated some of the techniques and strategies. We then paired up in teams of two and played and socialized until about 8:15. The evening was a little warm and I will schedule the event next year earlier or later in the season when it is cooler.





Triumph Coffee Can Contest

Craig Simon put down the following challenge:

You are a marketing exec for a new gourmet coffee company called TRIUMPH. You're assigned the job of creating a great advertising tag line or slogan.

VOTE for your favorite!

Email Craig with your selection of the best slogan. Choose only one. Send to libertysimon@aol.com. All votes must be received by October 15, 2020

The entries are:

- 1) *Best served at room temperature, same as beer.*
- 2) *Triumph coffee gets you (and your bowels) movin' in the mornin'*
- 3) *Get your motor running with Triumph Coffee*
- 4) *Triumph Coffee – 101 Octane to get your Engine Racing*
- 5) *You can sleep when you're dead. Drink Triumph Coffee*
- 6) *Triumph Coffee. A little drip will do ya !*
- 7) *Triumph Coffee: The grind and drip you've come to expect!*
- 8) *Triumph coffee, turns a dreary morning bright as a Lucas headlight*
- 9) *Triumph Coffee. The Reason British drink tea.*
- 10) *Triumph Coffee. Wakes you up like faulty wipers on a rainy day*
- 11) *Triumph Coffee. Down shift into Great Taste*

Another High Dollar TR2 Sale

By Warren Wood

The second of three Triumph Works Team TR2s that ran in the 1955 Le Mans 24-hour race sold at auction in Monterey, CA, this past August for \$203,500. The auction was conducted by RM Sotheby's.

The three Le Mans TR2s were registered sequentially in 1955 as PKV374, PKV375 and PKV376. The latest car to sell was PKV376.

You may recall Paul McBride's December 2019 article in the *TR Times* about the record sale in England last year of a sister car, PKV374, that went for \$332,662.

PKV376 was driven at Le Mans by the Anglo-Scottish pairing of Bob Dickson and Ninian Sanderson. It finished the race first of the three TR2s, covering a remarkable 2,040 miles at an average speed of almost 85 mph. The trio finished 14th, 15th and 19th overall.



According to promotional material for this car's recent sale, after its short international racing career PKV376 was rebuilt and sold to its first private owner in 1956. It then went through various owners including an American GI serving in Germany in 1962, and made its way to Des Moines, IA. The latest owner acquired the car in 2004 and eventually subjected it to "an exacting rebuild which included meticulous restoration of the bodywork..., an engine rebuild... and the construction of a replacement frame."



Photos of this wonderful TR2 are nearby. More details on PKV376 may be found at <https://www.classicdriver.com/en/car/triumph/tr2/1955/770523>. And if you would like to go for a little spin in it, check out this 2011 video taken at the Chopard Grand Prix at the Ennstal Classic in Groebming, Austria: <https://www.youtube.com/watch?v=-m6eE6dAxNE>. The driver was Rauno Aaltonen, dubbed "The Rally Professor." (Jeff Givens might appreciate that.) Don't miss the brief walk-around of the car at the very end of the video.



Lake Garnett Grand Prix Revival 2020

By Russ Sifers

The Lake Garnett Grand Prix Revival is still on for October 9-11.

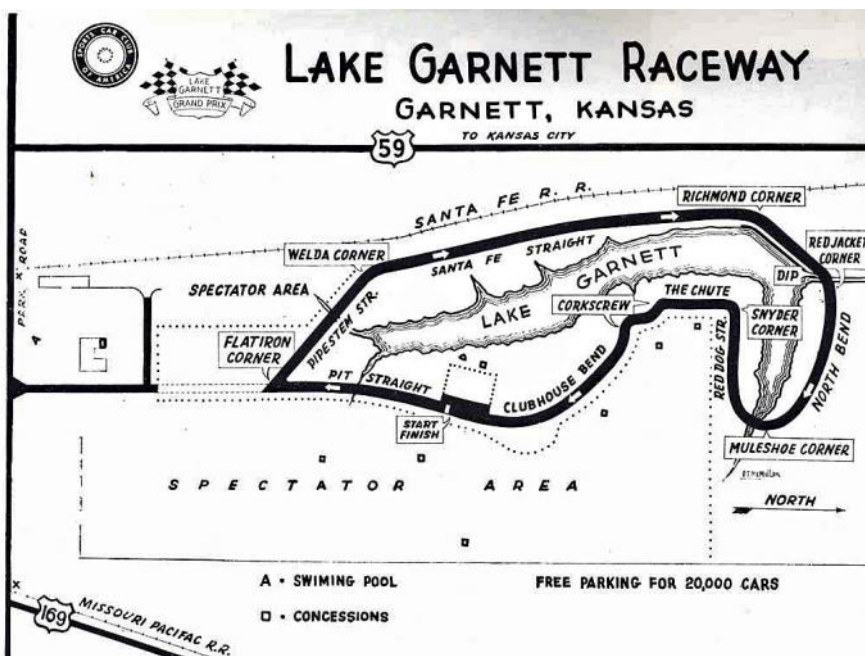
Lake Garnett is an old historic "Ghost Track" at Garnett, KS that held famous SCCA races from 1959 to 1972. Many of the sports car greats raced there: Dave McDonald, Don Yenke, Ken Miles, Jack Hinkle, Jim Hall, Bob Johnson, Bob Aylward, Toly Arutunoff and KC legends Bob Hindson, Tom Newcomer, Grace Harris, Joe Egle and Woody Woodward.

I never had the opportunity to see the races at Lake Garnett in the old days, but now I have the opportunity to actually run my 1949 MG TC on the very same road course as legends of sports car racing did. For me it is an honor and a thrill to run my MG in their dust at Lake Garnett.

The Historic Group H is for older and slower sports cars made around 1960 and before. The maximum speed for Group H is 50 MPH or so with two passing zones. We run for 20 minutes on Saturday and Sunday. You can do either or both days.

This is not a race but a fun run. The "Winners" are those who participate. You will receive an official Lake Garnett Grand Prix Revival dash plaque to record your historic run.

Would like to join me in the Historic Group H for the older and slower sports cars? Go to www.LGGPR.org and look for Registration. Questions? Russ@VALOMILK.com



As Luck Would Have It...

Kaptain Kopter and the Fabulous Twirlybirds

By Craig Simon

When it comes to the five senses, research states, smell is the strongest because it follows a road that runs directly to memory lane. Certain food smells might conjure up your Mom's cooking or the strong odor of certain glues might remind you of your youthful model building days and your Mom yelling at you to open a window you're stinking up the house.

For me, I think it's a sound that takes me to and through memory lane. When I hear certain songs on the radio, I am easily transported back to the time I first heard it. Or the sound a Ford GT40 makes going around Laguna Seca racetrack back in 1965. My buddy Jeff and I would close our eyes and take guesses when it would pass us with its the very distinct V8 rumble. Which brings me to an interesting question. The "pop" my Triumph's driver's door hinge makes every time I open it. Is it music or just a simple sound?

I think it is music and here's why. I was visiting a customer recently and we got on the topic of unusual band names. He was a fan of the 70's and 80's and named a few obscure bands, some I could recall but most I couldn't. Pulling from the deep recesses of my

brain I quipped, "*Have you ever heard of the band, Kaptain Kopter and the Fabulous Twirlybirds*"? He laughed and then proceeded to pull up the band on internet. I pointed out the album cover and although I knew nothing about the rest of the record, the first song on the first side I remembered was the best. I couldn't tell you anything else about the album ex-

cept the guitar riff on that song was killer. Now I hadn't heard that song in 46 years, but when my customer clicked on the first track (Downer) and I heard *that guitar riff*, I was then and there, transported back to my dorm in Munich, Germany, 1974, listening with Doug, the owner of said record. With my head slightly bobbing, what a smile I had on my face.

This brings me back to my Triumph, and the particular sound it makes when I get in or out of it. That silly "*Pop*" my door hinge makes when I open it. Yes, there have been some squeaks and rattles that have come and gone. But that pop, **as luck would have it**, is a Kaptain Kopter moment reminding me in a flash of memories past and sometimes present. It's music to my ears.

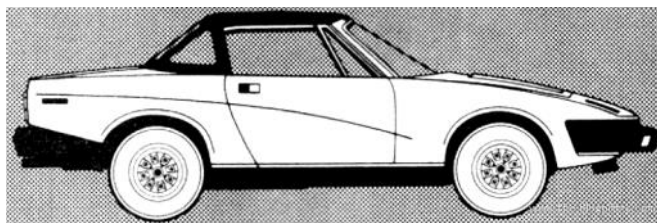


SAVE YOUR OLD PARTS CATALOGS!

Victoria British will no longer print any British car catalogs. As The Roadster Factory has done, they will rely solely on on-line catalogs. Could Moss be far behind?

WEDGE WORDS

By Steve Olson



Our TR8 has been getting miles this season despite the shortage of major shows and club events. It has been the car we chose most of the time because I have finally gotten the AC to work reliably. Since the car had that creature comfort item from the factory it would seem like a simple thing to make it work. Simply writing a check would have done that I am sure. But I prefer to do my own repair work even if I lack even the slightest knowledge or experience. So for most of the last 3 decades I have been doing the trial and error thing.

Of course the original AC used Freon 12 which is no longer produced and whatever supply remains is extremely expensive. And I knew my system had leaks so my first move was to convert to R134a. That was cheap and simple. Just buy port adapters and a can of system flush and some new oil and refrigerant. And that did work for a few years but I had to add a can of R134a a couple times a season and I never had really cold air for long.

The leak was the compressor itself so I wanted to replace it. But nobody listed a new or rebuilt compressor for it. I found one on a mid 80s Camaro in the junk yard that looked sort of close and gave that a try. Success for a while till that too began to leak. And it was never able to make as much cold air as I had expected. Plus those old compressors are far less efficient than modern designs from Japan.

Eventually I bought a new modern style compressor and a hose kit from Nostalgic AC. I was able eventually to modify the compressor mounts to take the

new style unit. And Rick Mills let me borrow his fancy tool to crimp ends on the hoses. Now I could run the air without sucking nearly as much power from the engine. And after a couple tries I had all the leaks sealed up.

But I really can't change the expansion valve without totally disassembling the dash. And the old one seemed to be partly stopped up. So I flushed and reverse flushed the system a couple times and replaced the dryer each time and I just may have finally gotten the job done. But after operating a while the system seemed to freeze up and the compressor shut down often and the cold air warmed up. I assumed I had developed another small leak so I kept adding more R134a. And the problem just kept getting worse. Could I have too much of a good thing? I have gauges and decided I must be reading them wrong. So I let out a bunch and operation improved. So I bled off more and eventually I think I have the system working as well as it ever did. Of course the car has a thin black top and plenty of air leaks in the cabin so we are never going to freeze ourselves on a hot summer afternoon. But when it is 90s outside that 40 degree air blowing in your face feels pretty good. Our clothes don't get all soaked with sweat.

I know for a British sports car that seems wrong. But if you want to stay cool next year they do make kits that can be fitted to other TR's. I have gauges and a vacuum pump and just barely enough knowledge to be dangerous.

TR TIMES

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Tale of Two Doctors

By Craig Simon

Having always been fascinated by the way people process information, I have noticed many people's brains do not follow the same synaptic path as mine. Especially, when it comes to working on and repairing their vintage automobile. Some owners are like a Professional Doctor in their approach to a problem. Knowledgeable, meticulous, and nothing less than factory correct will do. I on the other hand approach a repair like a Witch Doctor; stare at the problem, rattle my wrenches, wiggle a few wires, unplug this, tighten that, perhaps even say a few magical four-letter words. These techniques usually get the issue fixed to a point where it works well, is functional and mostly safe.

My Witch Doctor approach for the most part has kept myself and my TR5 on the road. However, after so many years of voodoo repair, my Triumph needed a professional to sort a few chronic aches and pains. Ten years of small but annoying issues such as: not having a horn because it honked when I made a right turn or hit a bump (I disconnected the horn), not turning on the fan because it would blow a fuse, tolerating a needed hood release adjustment so it didn't take the strength of two men and a small boy to open. Extreme un-adjustable window gaps (believe me I tried). But finally, it was a slop in the drive train that caused me to turn my Triumph over to a real Doctor.

MD, DDS, ASPCA and EMT, Gary Gumminger. Gary's approach is completely different from mine. His brain is wired to *fixed it correctly* and don't settle for *pretty good and functional to get by*. His knowledge is impressive and attention to detail astounding.

It is convenient that Gary lives only a few miles from my house. Having made an appointment and developed a short list of symptoms, I took the ole TR5 over

to Dr. Gary to get a diagnosis.

1. Slop in drive train. Having examined the U-joints I couldn't find anything major wrong.
2. Horn honking at inopportune times causing me to smile and wave at offended people.
3. Fan switch blowing a fuse. I Witch Doctored the wiring for a short but that did not produce results.
4. Gap in windows. My assessment of the situation was that the windshield needed to be repositioned, but I wanted second opinion.
5. Front left blinker and right rear taillight came on when I shifted into reverse.

After few appointments with Doctor Gary here are the test results and cures.

1. Slop in drive train, the Witch Doctor should have caught the issue of wire wheels and adapters being worn out and need replacing after 52 years of use. The Doctor jacked up ass end of Triumph and looked at me as he wiggled the tires back and forth, up and down and smiled. Until more funding is approved by management, I'll take the advice from the Doctor to beat the living sh@# out of hub nuts until I get new rims.
2. Honking issue fixed, no need to pull the steering wheel as I had diagnosed. The Doctor assessed that the column was out of alignment and he adjusted it.
3. Fan switch blowing a fuse was fixed by unbending a prong which caused a grounding issue.
4. Gap in window, here my assessment was correct, reposition of windshield. Set that aside for a later date and only drive on sunny days.
5. Blinker and right rear taillight when shifting in reverse. Surgery on my car years ago had resulted in the rear back up lights being removed but the wires to these non-existent lights was still in play. Wires were unplugged, situation solved.



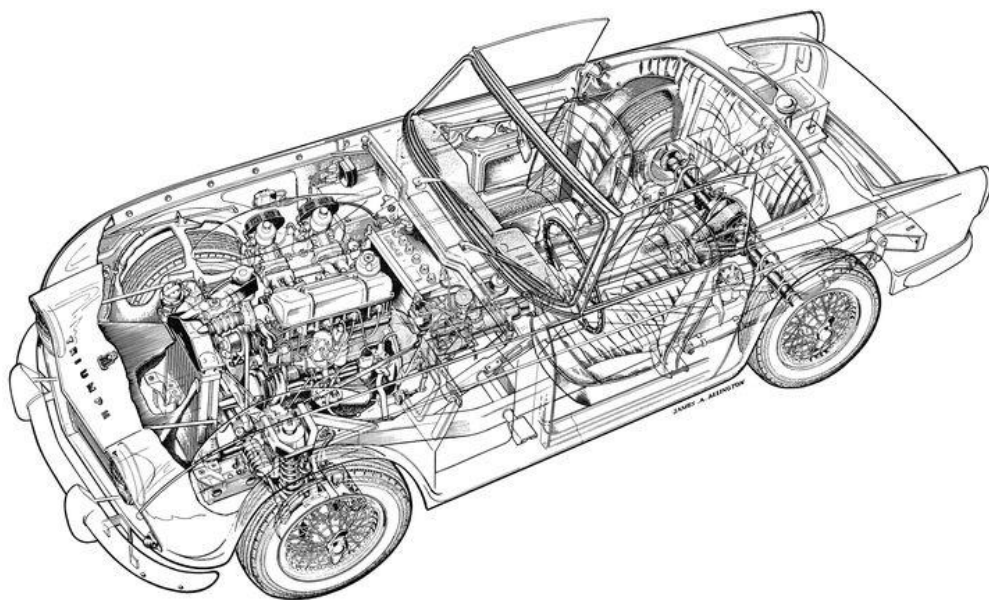
Tale of Two Con't

Additional items diagnosed by the Doctor and treated:

1. Motor mounts installed upside down, huh, didn't know that. Replaced right side up.
2. Front end bushings were marginal. Make mine neoprene please. Operation successful.
3. Speedo and throttle cable routed incorrectly. You don't say! Corrected. No more sticking speedo.
4. Idle adjustment on injection linkage out of whack. I'm impressed. Adjusted. Idles famously.
5. Hose that attaches to injector manifold wrong type and needs to be tight for smoother idle. See above comment.
6. Clutch slave cylinder leaking. Yeah, I know. Replaced.
7. Clutch fork arm, "functional" but way out of whack. Suggested problems may occur down the road, pulled transmission, replaced fork and throw out bearing.
8. Carpets should be attached with snaps to hold in place. Seems long ago I remembered that. Now they snap.
9. Brake booster kaput. You mean after 15 years this is how the brakes should really feel. Replaced.
10. Talked about installing a sway bar I had laying around. Done.
11. Discussed the need for a new muffler. Decided on a Falcon muffler. Installed. (Thanks guys sounds great)
12. All the little things I forgot to mention like leaking right rear shock. Replaced.

During this process the Witch Doctor had one small request, to be involved in some part of the repair process, allowing him to get reacquainted with the workings of the TR5. Gary graciously let me help him pull and install transmission, attach exhaust system, install shocks and work the jack to set motor mounts. Safe to say my car and I have bonded again.

In closing the TR5 drives the way I remember it.



Blast from the past: 2018 Heartland All British Car & Cycle Meet.

Photo by Mark McCracken



Remembering Kim Aguilar: Her smile says it all!



BOARD OF DIRECTORS OPENINGS

Two of the ten club Board of Directors positions will be opening at the end of this year. Please contact any Board member (listed on the second page of this issue) to discuss your interest. The open positions will be:

- **Activities Coordinator**
- **Webmaster**

Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph Magazine*, our award-winning, bi-monthly color publication.

2020 VTR National Convention in Galena, Illinois.

Access to a large number of local clubs.

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



Club Board Meeting Notes

By Warren Wood, Secretary

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

Board Meeting of August 18, 2020:

The Board dispensed with holding Board meetings by conference telephone calls (caused by the pandemic) and resumed meeting at Pegah's Restaurant. -- It was noted that at an August 6 meeting the Club membership voted to amend the By-Laws to change the Annual Meeting date from January to December. -- December 3 was set for the annual Holiday Dinner as well as the Club's Annual Meeting, with the venue being the Shawnee Hereford House. -- A software change is being contemplated for tracking the Club's financial information, likely to be implemented after the new Treasurer takes office to replace Mark Gillissen who is retiring from the position. -- Larry Taylor indicated an interest in the Assistant Director position, to replace Steve Peak when Steve moves into the Director position. -- Planning continued for providing notice of the December 3 Annual Meeting as required by the By-Laws.

Board Meeting of September 15, 2020:

Chip Kigar indicated a desire to retire from the Board as Webmaster. The members discussed possibly acquiring a different software product than "WordPress" for the Club's website management. -- Treasurer Mark Gillissen reported that the Club's regalia store has 36 new Club logo shirts for sale or promotional use. -- The members discussed preparations for the 2021 Event Planning Meeting to be held in January. - - The Board agreed that the Club should split the cost of the upcoming Lake Garnett Car Show Picnic with the MG Club (approximately \$50).

Notice of Annual Meeting

As provided in the Club's By-Laws, Art. V, this is Notice of the Club's upcoming Annual Meeting.

Date: Thursday, December 3, 2020

Time: Dinner at 5:00 p.m.; Meeting follows

Location: Hereford House, 17244 Midland Drive, Shawnee, KS 66217

Meeting Topic: Election of Officers, 2-year terms

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

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>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____



NAME THE LBC

This Issue



Hint: Post war pride

Last Issue



The MG that should have been!

See article below

THE LOST MG

By John Sprinzel, *British Motoring*, June 2001

Sometime in the late 60's, British car enthusiasts, who comprised most of the board of British Leyland, banded together in an attempt to save the MG factory from closure.

One of the keenest of the fighters was Sid Beer, a long time MG dealer who included a treasure trove of MGs in the MG Museum in the village of Houghton in the east of England. Among his collection is the EX 234, one of the design team's possibilities for a replacement sports car.



The EX 234 project came into being because it was realized that, after the introduction of the MGB, it would have been a very hard time persuading the money men at BMC to ever lay out the huge expense of tooling up another sheet steel sports car. In the search for a less expensive solution, the possibility of some form of plastic body joined together with a production tub was investigated. The research team hand-built a suitable platform and running gear to form the basis of the new car.

The resulting sports car was more or less ignored, and no further tests or discussions seem to have been held concerning its future.

In 1972, some five years after Abingdon's EX 234 was built, Leyland's bosses had a full committee report to them on suggestions for the future of the sports cars built by the Group. This committee strongly favored the MG marque, with a good demand still for the product and a very famous name throughout the world. As is often the way with bean counters, this report was totally ignored, as was a similar study five years later. The Leyland directors strangely chose the Triumph TR7, hardly the most successful sports car in Britain's history, over the obvious superiority of MG, which was outselling the Triumph in a ratio of around 10-1. This in spite of the B's 20-year-old design, an even older engine, and a heap of U.S. regulation-inspired add-on stuff.

This would have been a delightful successor to both the B and Midgets, with good looks, great performance, and probably the continued money-making record of many years of Abingdon sports cars. Strangely enough, the Leyland bosses had not sat in—or for that matter, even seen this car.

KANSAS CITY TRIUMPHS 2020 CALENDAR OF EVENTS

<u>JANUARY</u>		<u>JULY</u>	
1/2/2020	CLUB NIGHT OUT, 6:00 PM	7/2/2020	CLUB NIGHT OUT, 6:00 PM
1/18/2020	ANNUAL PLANNING MEETING	CANCELLED	KIM AGUILAR WINE & JAZZ EVENT
1/21/2020	OFFICERS MEETING, 6:00 PM	7/11/2020	DRIVE-IN MOVIE NIGHT (MG)
<u>FEBRUARY</u>		7/19/2020	GREAT AMERICAN CAR SHOW
2/6/2020	CLUB NIGHT OUT, 6:00 PM	7/21/2020	OFFICERS MEETING, 6:00 PM
2/7-2/8	ALL SPEED EXPO		
2/10/2020	DRIVE YOUR TRIUMPH DAY PHOTO & BRUNCH	<u>AUGUST</u>	
2/18/2020	OFFICERS MEETING, BIRDIES 6:00 PM	8/6/2020	CLUB NIGHT OUT, 6:00 PM
2/29/2020	KC AUTO MUSEUM DETAILING CLINIC	CANCELLED	KC RIVER MARKET CAR SHOW (MG)
		8/18/2020	OFFICERS MEETING, 6:00 PM
<u>MARCH</u>		8/27/2020	KACTUS CREEK CROQUET
3/5/2020	CLUB NIGHT OUT, 6:00 PM	CANCELLED	VTR NATIONAL - GALENA, IL
3/15/2020	CHICAGOLAND SWAP MEET		
3/17/2020	OFFICERS MEETING, 6:00 PM	<u>SEPTEMBER</u>	
		9/3/2020	CLUB NIGHT OUT, 6:00 PM
<u>APRIL</u>		CANCELLED	HEARTLAND ALL BRITISH CAR SHOW DINNER
4/2/2020	CLUB NIGHT OUT, 6:00 PM	CANCELLED	HEARTLAND ALL BRITISH CAR SHOW
CANCELLED	SPRING TUNE-UP DAY	CANCELLED	BRITS IN THE OZARKS - FAYETTEVILLE, AR
CANCELLED	WAMEGO TULIP FESTIVAL (MG & LC INVITED)	9/12/2020	MG CLUB SCAVENGER HUNT (MG)
4/21/2020	OFFICERS MEETING, 6:00 PM	9/15/2020	OFFICERS MEETING, 6:00 PM
CANCELLED	OLPE CHICKEN RUN (MG & LC INVITED)	CANCELLED	ST. LOUIS ALL BRITISH CAR SHOW
CANCELLED	VTR SC REGIONAL - EDMOND, OK	CANCELLED	MG CLUB BARN PARTY (MG) (10/3 BACKUP DAY)
		9/26/2020	COR CAR SHOW
<u>MAY</u>			
CANCELLED	MG SLIM RUN (MG)	<u>OCTOBER</u>	
CANCELLED	CLUB NIGHT OUT, 6:00 PM	10/1/2020	CLUB NIGHT OUT, 6:00 PM
CANCELLED	TECH - JESSE PRATHER'S DYNO-DAY - TOPEKA, KS	CANCELLED	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
CANCELLED	KC AUTO MUSEUM SCAVENGER HUNT	10/4/2020	LAWRENCE CAR SHOW - LAWRENCE, KS
5/9/2020	HISTORIC SITE DRIVE & LUNCH (MG & LC INVITED)	10/9-10/11	LAKE GARNETT TRACK EVENT & CAR SHOW
5/19/2020	OFFICERS MEETING, 6:00 PM	10/11/2020	GARNETT TRACK DAY PICNIC (MG)
5/23-5/31	BRITISH CAR WEEK	10/20/2020	OFFICERS MEETING, 6:00 PM
5/31/2020	BRITISH CAR WEEK Drive (MG & LC INVITED)	10/24/2020	FALL FOLIAGE RUN (MG & LC INVITED)
		CANCELLED	MG FAT RUN (MG)
<u>JUNE</u>			
6/4/2020	CLUB NIGHT OUT, 6:00 PM	<u>NOVEMBER</u>	
CANCELLED	ARROW ROCK DRIVE & HISTORIC LECTURE (MG & LC INVITED)	CANCELLED	CHILI SUPPER
CANCELLED	GARDEN TOUR & DINNER (MG & LC INVITED)	11/5/2020	CLUB NIGHT OUT, 6:00 PM
CANCELLED	GOBMC ALL BRITISH CAR SHOW - OZARK, MO	11/17/2020	OFFICERS MEETING, 6:00 PM
6/16/2020	OFFICERS MEETING, 6:00 PM	<u>DECEMBER</u>	
		12/3/2020	ANNUAL MEETING & HOLIDAY PARTY
		12/15/2020	OFFICERS MEETING, 6:00 PM
		<u>JANUARY</u>	
		1/7/2021	CLUB NIGHT OUT, 6:00 PM
		1/16/2021	ANNUAL PLANNING DINNER
		1/19/2021	OFFICERS MEETING, 6:00 PM

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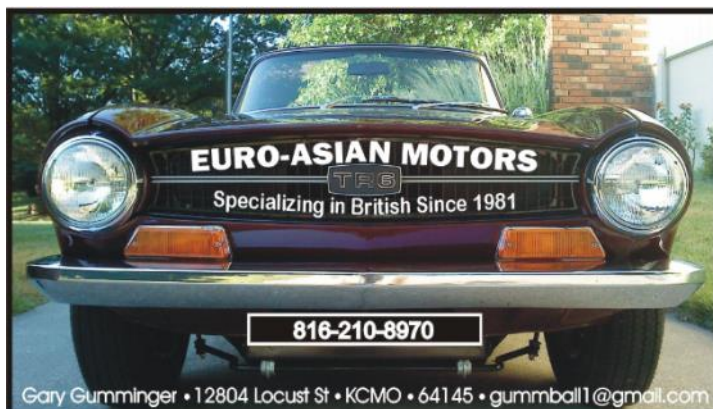
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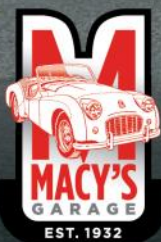
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PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018

Classified Advertising



TUBE SHOCK CONVERSION KIT for 1965-1967 TR4A (IRS) or 1967-1976 TR250, TR6. This item was bought from Victoria British and installed on my 1975 TR-6 in June 2016. I went back to the original lever shocks in March 2019. Only used the Conversion kit for 1,157 miles. Nothing wrong with them, just wanted to go back to a softer ride. Original price was \$169.93 plus tax. I'm asking \$80.00.

Contact Bob Aguilar at 913-681-3202.



PIONEER CD RECIEVER with remote control (not pictured). Installed in my 1975 TR-6 in August 2008 and replaced in March 2020 with a Bluetooth receiver. Although it was in my TR6 for 12 years, usage was minimal and still works well and sounds great. The original radio opening in the dash support has to be enlarged and is easy to do. I can help with installation if desired. I bought the receiver for \$98.00 plus tax. I'm asking \$30.00.

Contact Bob Aguilar at 913-681-3202.



Contact Craig Simon for the following (All new parts) at libertysimon@aol.com:

CONSOLE COVER for TR4/250/6

VB#16-981
Originally \$199.00
Now \$60.00



SWITCH PLINTH 250/6

VB#16-976
Originally \$84.95
Now \$20.00

FENDER BEAD- front TR4/250/6

No Picture
VB#9-8360
Originally \$24.95
Now \$12.00

ONE SUN VISOR for 250/6

No Picture
VB part # 9-8298
Originally \$29.95
Now \$10.00

Classified Advertising



Convertible Top and Frame

Spitfire Mk1/2

\$100

Contact Kenny Wymore 816-769-6960



1948 MG TC For Sale

MG TC #6112 has a matching numbers XPAG engine 6497. The older paint is dark green, the nice interior is red with a walnut dash and the good top is tan. There is a tan tonneau still in the box. Bob Johnson rebuilt the carbs last year and the car runs good. It is not a show car but it did win Third Place in the Heartland All British Car Show.

The tach and speedo are reproductions but work fine. The windshield wiper assembly is missing but I think Moss has all the parts. The actual mileage is unknown.

Asking \$22,750.

If you want more pictures, have questions or want a test drive contact:

Russ Sifers at 913-491-4781 or
Russ@VALOMILK.com



Classified Advertising

Triumph TR6 Parts for sale

Bill Cunningham

816-863-4705

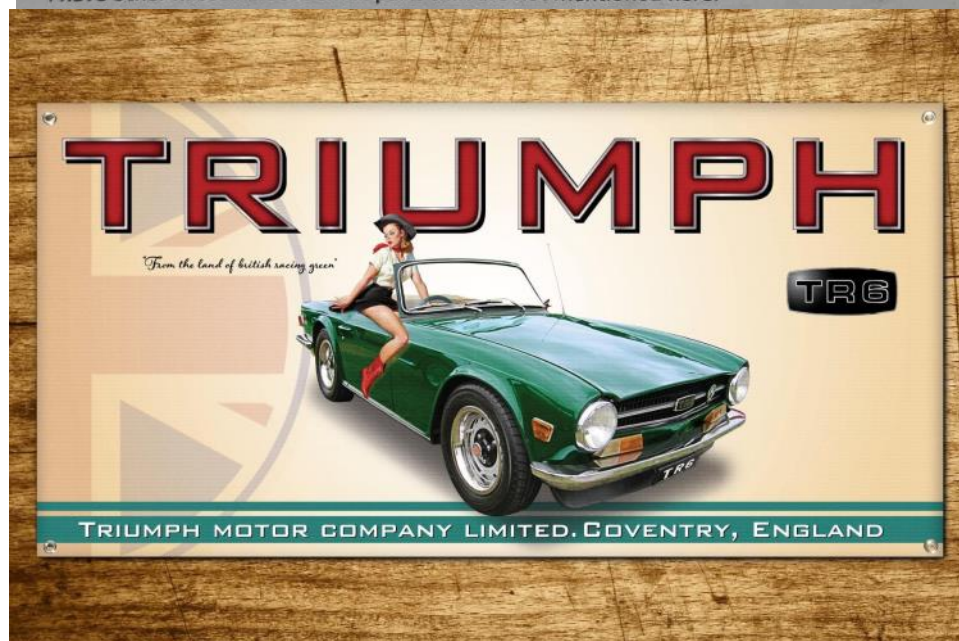
Part	Asking Price
Heater Box w/ heater core	\$50
Windshield frame with windshield	\$50
Right and left front fenders	\$50 ea.
Right and left rear fenders	\$50 ea.
Right and left doors w/glass	\$50 ea.
Transmission non overdrive	\$125
Differential	\$125
Orig. '74 intake manifold w/ carbs (rough)	\$25
Original rear shocks (40,000 miles)	\$50
Orig. behind dash metal frame	\$25
Luggage Rack	\$50
Front bumper	\$40
Hood	\$75
Trunk lid	\$50
Tr6 Grill w/ emblem	\$50
Exhaust manifold	\$15
Trans to engine adapter plate	\$10
Clutch and brake pedal box	\$20
Orig. 2 carb breather	\$10
Brake booster (holds vacuum)	\$25
Trunk hinges (pair)	\$15
Rack and pinion steering (new)	\$50
Steering column	\$10
Door cards (great condition Black)	\$25
Steel 15 inch rims 3 each with tires	\$5 ea.
Walnut dash good condition	\$50

Notes:

Most of these parts are from a 1974 tr6, so make sure they will work for you.

All prices are negotiable. If you would like the entire stack of parts, feel free to make an offer.

I have other miscellaneous small parts that are not mentioned here.





**Lawrence Region Antique Auto Club of America
will sponsor an event.**

CRUISE'N

**at Broken Arrow Park, Lawrence, KS
On
Sunday, Oct. 4, 2020 – 2 PM – 4 PM**

***There will be no judging, just a good old-fashioned get together
to show and talk cars, trucks, cycles of all makes and models.***

***Here's a chance to get the dust off and rev up the engine a
last time before moth-balled for the winter. I know we don't like
to get those babies out in the cold and damp.***

COVID-19 guidelines do apply. Please wear masks and observe social-distancing.
No food or drinks available at the site.

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