



TR TIMES

Kansas City Triumphs Sports Car Club

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As some of you know I belong to several car clubs, one being the Leawood Pistons Classic and Hot Rod Car Club. This past Friday we visited the Good Samaritan Society nursing home in Olathe. We had a turnout of about 15 cars and a much larger turnout of excited patrons.

We were certain to park our cars far enough apart to allow wheelchairs to pass safely between them. I can tell you that these folks really appreciated the effort our club made to brighten their day. Trophies were passed out for the resident's response to their favorite color, what they thought were the fastest, or coolest. I believe that this was a great day for these folks that spend most of their time indoors or are confined to the daily routine in an institution a great deal of their days. We might look to in to joining other club to participate in actives that bring joy to the less fortunate among us.

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DIRECTOR'S DRIPPINGS

By Keith Jordan

See the USA with the TRA...

With apologies to Chevrolet and Diana Shore (If you're too young to make the connection, forget it!) While I don't know all of the ancient history of the KCTSCC, I know we've been around since 1978 and have been a chapter of the Vintage Triumph Register (VTR) for most, if not all of that time. Did you know there's another national organization supporting Triumphs? Yup, it's the Triumph Register of America (TRA) which started in Ohio as a small club in 1974. I joined the TRA in the late 1970s and still have my membership cards. Evidently, I was unaware of the the VTR. The TRA is a little different in that they focus on the TR2s-TR4s. Other TR models are welcome, but the focus is on the early cars. They have a very nice magazine, they maintain originality judging standards, host a national meet every year, typically in the midwest, and a supportive community of experts, willing to help with solving car problems, technical advice and restoration. The 2026 TRA National Meet will be held in Madras, Oregon (SE of Portland), June 15-19. This is their first meet west of the Rockies (they held a national meet in Branson, Missouri back in 2005), and is hosted by the Portland Triumph Owner's Association. The west coast Triumph owners are a hardy lot, traveling up and down the coast to attend meets, so I expect a good crowd in Madras. A few of us from KC are planning to be there, though it is over 1700 miles each way! The KCTSCC is now affiliated with TRA, and will be known as a "center", mimicking the designation used by the UK-based TR Register, the granddaddy of them all. If you're not a member, by all means check out the TRA at triumphregister.com and join up. You'll be glad you did.

Keith Jordan

Director

BOARD

OF OFFICERS

Director: Keith Jordan
ckjordan@kc.rr.com

Assistant Director and
Membership:
Michael Wilds
mdwilds@gmail.com

Secretary: Pat Barrett
Patrickbarrett.pe@gmail.com

Treasure : Dan Sullivan
Hawkeyesully@gmail.com

Activities CoCoordinators
Craig Simon
Kim Simon
Kimsimon1009@gmail.com

Newsletter Editor: John Brown
Johnwbrown1948@gmail.com

Webmaster & Publicist:
Kenny Wymore
kwymore77@gmail.com

Historian: Kenny Wymore
kwymore77@gmail.com

Past Director:
Steve Peak

Cover Photo:

Good Samaritan Society

Car show

WELCOME NEW MEMBERS!

John & Annette Robertson 1975 TR6 French Blue

Richard & Georgia Klein many Triumphs TR3 through TR6, GT6 & other British cars

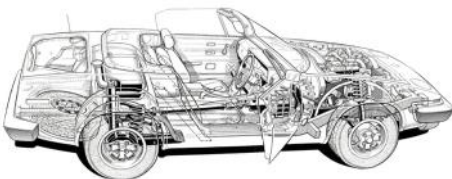
WEDGE WORDS

By Steve Olson

Lately I have been working on my MG Midget with its Triumph Spitfire derived 1500 engine. It seems that it insists on dieseling after I shut the ignition key off. This was a problem that plagued at least the later model MG's and Triumphs. It can probably be blamed mostly on modern fuels that vaporize and ignite at lower temperatures than the good stuff we can no longer easily or inexpensively get. So the engineers created the anti-run-on valve. It is a simple device with an electrical solenoid that moves a plunger. When the ignition is off this device is powered. The oil pressure sender supplies the ground to it whenever oil pressure is above a few PSI. When you shut off the engine it takes a couple seconds for the oil pressure built up inside the engine to bleed down. So for those seconds the circuit is completed and a solenoid opens the valve and lets fresh air from the outside world rush into the intake. That means there is not much vacuum from the running engine to pull fuel through the carb. With no spark and much reduced fuel the engine stops running. Seems simple because it is simple. When the ignition is switched on there is no power to the device and it does nothing.

Well after a few hundred thousand miles of faithful service my device has become intermittent. It works when it wants to but mostly doesn't when I want it to. The metal part is crimped onto the plastic part and was never made to be opened up. But with determination and some brute force I managed to pry it open. Once apart I tested the electrical coil inside and it had minimal resistance, did have current flow through it, and was not shorted. And the metal core moved freely inside the coil. No dang reason why it should not always work. I gave everything a good cleaning and carefully reassembled everything. Then I crimped the metal back to the plastic and tested it a dozen times. Once back on the car it failed. So I took it off and pried it apart and played the whole game again. Same result. Being a determined soul, or stubborn cuss, I did this a few more times. This entertained me for a good half a day.

Then I did some online searching to find the supplier with the best price and ordered a new one. It will cost me just under a hundred bucks. I am sure that eventually I could get my old one working properly. Being retired my time is not worth much per hour. And I am thrifty to a fault. But I think half a day is more time invested than this simple device is worth. As I write this the new one is in shipment and should arrive in a few days. Sometimes the best way to fix a problem is to just throw money at it.



Are You Getting the Most Out of Classic British Car Ownership?

By Larry Taylor

Owning a classic British sports car is a joy in itself—the sound of the engine, the feel of the road, and the simple pleasure of driving a piece of history. But the real reward of ownership comes when you take that joy a step further and share it with others. Being part of a British car club and the broader British car community is about far more than turning a key—it's about turning acquaintances into lasting friendships and building a community that keeps these cars on the road for generations to come.

Keep Your Car in Top Shape

When your car is well-maintained, you're ready to join in on all kinds of adventures—from day trips and overnight drives to traveling as a group to out-of-town car shows. A car in top mechanical condition doesn't just make the drive more enjoyable, it makes it possible to participate fully.

Show It Off—For the Fun of It

Polishing your car and entering it in local and regional shows is not about the trophies. It's about the camaraderie, the conversations, and the connections you make with other enthusiasts and the broader British car community.

Take Part in Club Life

Monthly social and breakfasts meetings and tech sessions are at the heart of every club. They're a chance to share knowledge, swap stories, and pick up tips that keep our cars running and looking their best. The more you participate, the more rewarding your ownership experience becomes.

Help Others, Learn Together

One of the joys of these clubs is the spirit of helping hands. Whether you're lending your expertise to a fellow member's repair project or learning something new yourself, the give-and-take keeps our cars and our friendships running smoothly.

Share the Story

Contributing to the club newsletter or bringing your car to community events helps spread the word about the joy of British car ownership. Every article, every display, every conversation plants a seed that may grow into the next generation of enthusiasts.

Build a Stronger Future

By participating in club activities, you're not just enjoying your own car—you're strengthening the entire British car community. A vibrant community means continued parts availability, mechanics who understand these cars, and a pool of future buyers who will cherish them as we do.

At the end of the day, our cars may have brought us together, but it's the people who keep us coming back. As the saying goes: **Come for the cars, stay for the people.**

(Editor's Note: Adapted with permission from Larry Taylor's Presidential Briefing appearing in the October 2025 Kansas City MG Club Car Club Newsletter.)



In the middle 1970s British automakers met the 5 mph bumper damage limits in the USA by adding large blocks of black rubber to the bumper overrid-ers. These were popularly known as Sabrina's. In case car owners today are cu-rious about where that name came from here is a bit about that lady and a photo of her that could be put into our newsletters to educate our readers.

Go to <https://www.facebook.com/share/p/19PZ9Am1oV/> for the rest of the story.



Thoughtful and entertaining
contribution from Steve Olson

Garage Tour

Discussing painting your own car.

By John Brown

I looked at my wallet and figured if I wanted a nicely painted car I would have to paint it myself. I have never painted a car, however I have painted a few houses, so how hard could it be? Right! We had a great group of club members and friends to my garage to discuss this subject. Many ideas floated around the garage that brought questions to keep the conversation going. It appeared that each one was quietly making the decision whether this would be a project they would want to take on. I think most would not take this job on, and then there are the rest of us that aren't so smart.

I have found that spraying the paint on the car is about between 10 and 20% of the job. The other part is wet sanding buffing and polishing. Start with 1000 or 1500 grit and move up to 3000 to 5000 grit, and then move on the several steps of buffing and polishing. Lots of work!





Sunday Morning with a TR3

The garage door rolls open to reveal a shape that still stirs the heart after all these years—the Triumph TR3, crouched low on its wire wheels, waiting patiently. You yank the choke out, turn the key and press the starter; the engine coughs, then settles into that unmistakable growl, mechanical and alive. A faint whiff of oil and warm petrol hangs in the air—an aroma every vintage car owner knows and secretly loves. It's not refined, not quiet—but that's the point.

With the top down, the cool morning air greets you as you ease out onto the road. There's a crispness to it, laced with the earthy scent of damp grass and woodsmoke from a distant chimney, the kind of smells you only notice when nothing filters the world away. Your hands rest on the big 16-inch banjo steering wheel, its slender spokes flexing just enough to remind you this is an era before over-engineering. The rim is thin compared to modern cars, yet it feels alive in your grip, transmitting every pulse of the road directly through your fingertips. The steering is heavy at parking speed, but once you're moving it comes alive, every ripple in the pavement translated through the wheel. A modern car isolates you; the TR3 speaks to you.

The sun rises higher, spilling gold across the countryside. You take the long way—of course you do—threading along a winding lane, the hedgerows close, the exhaust echoing off stone walls. Every gear change is deliberate, a small ritual of clutch and shifter, and when you get it right the satisfaction is like music.

Other drivers pass, but some smile, some wave, because this little British roadster seems to draw people in. It's not a car that intimidates; it charms. At a café stop, someone asks what year it is, and suddenly you're trading stories with a stranger who remembers when these cars were new.

By the time you head home, the world feels slower, friendlier. The TR3 hasn't just taken you for a drive—it's reminded you of something we so easily forget: that the journey itself can be the reward.

Michael Wilds





Lake Garnett Club Picnic

Sunday, October 12th

Lake Garnett Park

500 N. Lake Road

Garnett, KS 66032

Kim Aguilar Wine & Jazz at Holyfield Winery

August 8, 2025

This event was originally scheduled for July 25th with the Nace Brother's performing. However due to stormy weather we rescheduled to August 8th. Unfortunately, the weather for this outing turned out to be very hot and humid. And, was the last concert for the year. Needless to say, the turnout was not as good as the original date. Only 3 club members (Bob Aguilar, Kim & Craig Simon) turned out with their snacks and enjoyed the fine wine from Holy Field and music from the Trippers Band. The overall crowd in attendance, although smaller, had a great time despite the heat. The show started at 6:30 PM and the crowd danced the night away. Including the 3 members in attendance. Also, we were entertained by a band member's daughters performing for us. As usual Holy Field Winery reserved parking space for our LBCs, but no one drove their TRs as we opted for AC vehicles. This event is always a highlight of the season and definitely



THIRD TIME, ALMOST A CHARM

By Susan Ray

Ron and I began the third long road trip in our 1959 Triumph TR3A, on July 15, 2025. Destinations included the 2025 VTR event in La Crosse, Wisconsin, then Elkhart Lake, on the eastern side of the state. The engine ran great, got 28 miles per gallon on our first tank of gas, and we made it to both destinations with only a wiper blade replacement required (who knows where that went). The trip home was a bit more challenging, but as Ron likes to say, English sportscar drivers always make it home. More on that later.

Our first attempt at a long trip in the TR3 was in 2011. As we headed to VTR in Breckenridge, Colorado, we made it about 2 miles, then needed a tow from the

I-670 ramp in Kansas City, Kansas, to Carriage and Motor Works, where Brian suspected the fuel pump was the issue. Ron had a spare, and Brian installed it to get us going again. Later that day, we made it to a point just west of Salina, Kansas, before the car quit again. Following a tow to Topeka, Kansas (the distance our AAA membership covered), a night in a hotel, and a trailer-tow by Jack Edwards and Steve Boyse, we parked the TR3 at home, then drove the "TR Civic" to Breckenridge. Pat Fischer and Roger Elliott were also there with Pat's Triumph TR250, following their own delay en route to the VTR, due to an ammeter problem and overnight stay in Atwood, Kansas.

I don't remember what we did with the TR3 over the next five years, but in 2016, Jeff Deutch (retired from JMD Restoration), Curtis Farley (retired from Farley Engines), and Ron (for some reason still not retired), rebuilt the engine. During disassembly, it was discovered that each cylinder had broken piston rings. Ron rebuilt the carburetors, transmission, and overdrive, and he sent the distributor to Advance Distributors for rebuilding. Thanks to Curtis Farley's magic work on the cylinder head, the car has 85 horsepower at the rear wheels. Not bad for an engine that had 100 horsepower at the flywheel when new.

With naive confidence, we decided to drive to La Crosse for the 2018 VTR rally. This second long road trip began a little better than the first. We drove an hour from home before a water by-pass hose blew. I don't recall how we got home that morning, but following a quick trip to Victoria British (now closed), we headed out again and arrived in La Crosse later that day. While at VTR, the by-pass water hose blew again (typical Victoria British part) during a drive in the country. A very kind homeowner gave us water for the radiator, and we made it back to the hotel. In the parking lot, Ron replaced the hose a second time with a new, free one from a VTR vendor, the late Charles Runyan of the Roadster Factory.



On the return trip to Kansas City, it felt like we stopped every hour in the morning, but we made it home without a tow, thanks to Larry Taylor, Cecil Wise, and Mia Gans,

who faithfully pulled over and helped us each time the car needed some kind of repair.

Between 2018 and 2025, Ron attempted shorter trips in the TR3, often ending in a tow home. Many efforts were made to determine the problem. Ron found gravel in the fuel tank in 2024, but that didn't account for the engine dying and not restarting on short trips. Finally, he decided to change the ignition system to electronic. During conversion process, Ron discovered that the wire inside the distributor to the points, had never been crimped tight at the factory. Problem solved, and the electronic ignition parts are still in their boxes.

With all the bugs finally worked out, our third long trip in the TR3 was almost perfect. We made it to La Crosse for the 2025 VTR and had a great time! Rick Brasfield and his Uncle Mike were also there, in Uncle Mike's TR6 now owned by nephew Rick. VTR had 147 cars preregistered, including 2 TR2s, 13 TR3s, 16 TR4s, 1 TR5, 10 TR250s, 49 TR6s, 8 TR7s, 15 TR8s, 17 Spitfires, 2 GT6s, 3 Hearlds, 2





Vitesses, 1
Mayflower, and 3
Stags. Additional
VTR highlights are
provided in Rick's
engaging
newsletter article.

One of the three Stags was the second preproduction car. While it was missing a few items found in the production vehicles, it looked great.



Following the VTR banquet on Friday night, we got up early Saturday and drove across Wisconsin to Elkhart Lake, where the *Bring a Trailer* (BaT) online car auction site, hosted a free day at the Road America racetrack. The event was for BaT alumni, meaning people who had purchased a car through them. We have purchased two cars from BaT, although not the TR3. Parked at the BaT event area, were old vintage cars like ours, as well as muscle cars, and newer vehicles like Jaguars and BMWs.



BaT provided lunch of Polish sausages and a variety of sides and beverages. After lunch, we took a shuttle to the pit paddock where we searched for Kent Prather from Topeka, who was supposed to be racing his MGA. Unfortunately, we couldn't find him, so, we hopped on the shuttle and returned to the BaT host area, located at Turn 8 of the track. From the Turn 8 bleachers, we watched racing by vintage production cars, vintage formula cars, open wheel cars from the 1960s and 1970s, more modern closed-cockpit closed-wheel cars, modern GT cars, and pre-war and early post-war cars. One of the oldest, was a 1939 Lagonda V12 LeMans 4.5 liter car.





We left the track around 4:30 pm, then met Matt, Claire, and Gabe Jenkinson for dinner in Waupun, Wisconsin. They were headed to Elkhart Lake to visit *Road America*, then on to Oshkosh for the *Experimental Aircraft Association (EAA)* annual fly-in, and a visit to the *EAA Aviation Museum*. Claire is taking flying lessons, and son Gabe was along to explore Wisconsin, a state he had not yet visited.

Ron and I had planned to stay in Madison, Wisconsin, that night, then drive home to Kansas City on Sunday. However, there was a popular concert in Madison and all the hotels there, and in the surrounding towns, were full. Finally, after several stops to inquire about rooms, we found the last room available at a Holiday Inn Express in Marion, Iowa, at 11 pm.

On Sunday, it was “smooth sailing” through Des Moines and points south along I-35, until just north of Kearney, Missouri. This was the starting point of an 11-mile, two-lane, construction zone. The TR3 overheated while we were stopped in traffic, and steam came through the gear shift into the cab, eventually melting a

1-inch diameter hole in the rubber gear shift boot. The car died and we pulled onto the shoulder, not far from semi-tractor trailers and lots of other traffic.

We called AAA for a tow, but the tow driver didn't get all the details we had provided, including the fact that we were driving a 1959 old English sports car, a Triumph TR3. So, he first arrived with an enclosed trailer for a Triumph motorcycle, then finally returned with the flatbed trailer we'd initially requested. After about an hour-and-a-half on the side of the road, the TR3 was loaded and we were on our way home.

Fortunately, or unfortunately, depending on one's perspective, a cranky Missouri State Trooper pulled up behind us about 30 minutes into our wait, and he stayed until we were on our way. He chastised us for taking an old car through a construction zone. We didn't say that the car had run perfectly for about 1,500 miles, but I did say, "Well, it's too late now." He later explained that his crankiness was due to two wrecks in the construction zone just ahead of us, then he became a bit more pleasant. I thanked him for helping as we left. It was a rough time for him and for us.

This third long trip in the TR3 barely missed becoming our charmed success story, with only 45 miles to go between Kearney, Missouri, and our home in Kansas City. Maybe we need four attempts to achieve the perfect trip.



All British Car and Motorcycle Show 2025

By Ed Curry

Was it rain or shine on the day of the annual Heartland All British Car and Bike Meet? Truth was in the eye of the beholder! For those attending, not a drop of rain. For those relying on the forecast, a full day of showers. Such is the make-or-break of a car show or any summer outdoor event. For our Labor Day weekend, it was a mixed success. Saturday evening, 8/30, about 100 car guys, friends and relatives turned out for the Cookout and Boot Sale. Lots of hot dogs, brats, homemade cookies, and trunk junk changed hands.

Sunday morning, 8/31, was off to a slow start, with some weather watchers arriving late. At the height of the show, 95 LBCs were filling the lot at Merriam Farmers Market. That's off by about 30% versus last year's turnout. MGs outshone Triumph by 50%. Are Triumphs more likely to melt in the rain... Humm? Whether it's rain or shine, show expenses hold steady, and so there was a financial loss this year.

Planning has already begun for next year, and we have the Farmers Market booked. For those departing late, you may have noticed the Natsu Matsuri KC Japanese Summer Festival arriving on our heels. They were vying for our daytime spot a year from now, so we had to defend our turf!

Special thanks to our day-of-event volunteers. Without them, a few old committee guys could not have done it: Pat Barrett, Doug Harr, Dan Sullivan, Rick and Monica Mills, Jeff Givens, and Ron Ray.

And most of all, thank you to the 25 Triumphs that attended the show. Tell us your likes and dislikes about the show. For the other 71 members who did not participate, please let us know how we can entice you to attend. Please comment on the show format, the venue, visitor parking, registration process and cost, car classes, the voting, awards, or any other elements you liked or disliked. Send your comments to ecurry@att.net

List of Triumph winners on next page



C MGA		
1	Tom Berry	60 MGA Coupe
2	Chris Arnacost	61 MGA Coupe
3	Michael Megee	61 MGA
D1 MGB/MGB-GT 62-71		
1	Dean Wheeler	71 MGB
2	Chris Brinkman	71 MGB
3	Geoff Rollert	1970 MGB
D2 MGC/MGC-GT		
1	Jeff Storms	69 MGC GT
2	Paul Rios	69 MGC GT
3	Dave Dobbins	68 MGC
E MGB/GT 72-74		
1	Monica Mills	73 MGB GT
2	Gloria Cook	74 MGB
3	Robert Holmes	73 MGB
F MGB/GT 74.5-80		
1	Rob Pittell	77 MGB
2	David Balsillie	80 MGB
3	John Brown	80 MGB
G MGT SERIES and PRE-WAR		
1	Chris Bouldin	1935 MGNA
2	Jim Hager	1954 MG TF
3		
H MG MIDGET/AH BOX SPRITE		
1	Mike and Jerry Vinson	MG Midget
2	Roger Soule	76 MG Midget
3	Matthew Jahnke	76 MG Midget
T BRITISH SPORT		
1	Ron Ray	72 Triumph Stag
2	Simon Dix	97 MGF
3	Ehab Chahine	1959 Triumph Herald



Are You Ready for a Project?

By Ed Curry

Have you ever wondered if you could take on a Triumph project car? They seem to be advertised all the time. By project, I don't mean new tires and a battery, but something that has sat in a damp garage or barn for 30 years and likely did not run when parked. I have tackled a few and thought I would give you a sense of some of the challenges you might face. Let's look at my latest find, a 1965 TR4A IRS.

On a cold November morning, I went out to a rural town to look over this treasure. After getting a vicious mutt out from under the car (this dog knew I was trouble), I was able to check the frame. I wanted to be sure that the trailing arms supports were solid. This is a major weakness on TR4 IRS and TR6s. Looking under the car was a challenge; not only were all the tires flat, but the typical oil and grease coating was covered in a fuzzy layer of dog hair. This was Fido's longtime home, and he wasn't happy I was poking around. The frame was solid, and there was no rust-through on any panels, including the rockers or floor pans. That would be a big improvement over some past rusty projects. Mice had devoured most of the interior, and the engine and rear wheels were seized. Worse than all that, the 50-year-old title was in the name of a PO several owners ago.

A sane person would have said No Thanks and made a hasty retreat!

Somehow, it followed me to my garage, and Fido is still reeling from the loss of his house. It sat for months as I finished other projects, but when I finally started to take a closer look, there were a few more surprises.

The bottom of the gas tank, which had nicely settled into the passenger seat, was perforated and will need to be relined. Brake fluid had turned into yellow powder and ruined all of the brake and clutch hydraulic components. That's fairly typical for Barn Finds.

The outer half of the front calipers had been removed, leaving the back half still mounted on the car. Was this a lame attempt at changing the pads? Caliper halves should never be separated.

Have you ever seen Spring Knuckles used to prop up weak springs? Yup, it's got them.

One of the Stromberg carbs was missing the entire jet assembly. Could the engine have run this way, or was this what turned a Triumph into a doghouse?



Another mystery is the specification plate. It's all in French! I doubt this car was ever shipped to France, as all the lighting is US spec. The factory probably ran out of English Specification plates.

When I finally ventured under the car, I was amazed to find an overdrive hidden by all the dog hair! The PO told me it did not have an overdrive, and the VIN plate did not have the "O". It was apparently a later addition. All the wiring is gone, so it could not have worked, and the PO may have never known it was there. It will be just one more challenge to deal with.

The next time you see a \$600 Triumph advertised on Facebook that "Just needs some TLC", consider whether you're willing to spend more money restoring it than a nice example would cost. The values of all classic cars are soft and are unlikely to return to the post-pandemic price bubble. What is increasing is the cost of British parts, probably due to tariffs and labor rates for the few remaining places willing to work on Triumphs.

All that said, I'm still a sucker for the next rust bucket, so give them my number.



3D Printed Bushing Makes

By Chip Kigar

When I was at the spring tune meetup, some kind member pointed out to me that I had a leaky radiator in my 1980 Spitfire. A four row aluminum radiator was a mere \$125 on ebay (N/A at a couple of brit car part suppliers) and I knew this would be an easy job (having done this before)

Spoiler Ahead: it was not. The supplied radiator was all of 3/16 wide for the mount points.



Original



As Supplied

What to do? I corresponded with the manufacturer a few times without satisfaction and decided to fix my problem with what is in the room, namely a 3d Printer.

The issue was the lugs that the supplier had welded to the body of the radiator were too thick and prevented the rubber bushings from properly resting on the radiator body. The radiator itself would have fit except for the lugs

The answer would be thinner bushings.

My first efforts to draft and print a thinner bushing were defeated by the software I was using which did not have a feature to draw inner fillets. My neighbor, Chris Crouch, GT6 owner and professional plastics engineer has not only the skills but the tool to measure the inner curve (which matches the sheet metal) and drafted exactly the part I needed. Just hours or two later (4x) I had printed the four thinner bushing I needed to complete the install. I used a material called PETG which has a melt-point over 200c. It's a little more rigid than the hard rubber original so I used a bit of rubber tubing in order to cushion the mount.



Rubber liner. ½" ID rubber.



It fits and has held up so far.

The three-d printed bushing with rubber cushion got the job done with the tools in the room (pretty much, Thanks and hat tip to Chris Crouch. If anyone has an interest in the 3D printer files, email me.

2025 Kansas Rib Run Rally

By Jeff Givens – Rally Organizer

The third running of the Kansas Rib Run Rally was completed on 27 September 2025 at a little after noon Central Standard Time. What a great day! The weather was perfect, cool in the morning, warmer in the afternoon, a fine recipe to rally a group of old British cars, and their daring driver/navigator Teams. Each driver/navigator Team used, the Richta Rally App, downloaded on to the navigator's smart phone, a printed set of directions, and a general instruction guide to drive exactly 92.5 rally miles. The rally started at Olde Mill Properties (The Fuel House) in Bonner Springs, Kansas, heading west staying north of the Kansas River to Lawrence, and a rest break in Perry. From the break, over and around Lake Perry, then heading east across Jefferson and Leavenworth counties, before returning to the starting location in Bonner Springs.

Ten cars made up the rally group, with half never participating in a rally before. The Kansas Rib Run Rally (using the Richta Rally app) was designed for beginners. The Rally Master, and his assistant, designed the route, and determined the Perfect Time to each Control Point. There were no trick questions, no gimmicks, no rushed timing, but with a requirement of staying at or close to every posted speed limit along the route. There were 25 Control Points used during the competition. For every second a car was early or late to a Control Point a penalty point was accessed. The maximum number of penalty points that could be accessed at a Control Point was 180 (180 seconds, or three minutes). If a Team made a wrong turn, missed a Check Point, or had a maintenance issue between Check Points, the total assessment would never be more than 180.

Car number one departed Olde Mill Properties exactly on time at 09:01 AM on 27 September. All other cars departed at one-minute intervals there after. Triumph's, MG's, Austin Healey's, and a lone Austin sedan made up the rally group. A glorious sound to be sure, as their exhaust notes reverberated against the buildings. Car number ten, with Gary Gumminger driving (our British car mechanic extraordinaire) brought up the rear just in front of our "maintenance sweep Team". There have been rumors over the many years that our old British cars have some semblance of maintenance issues when being motored "smartly". Whilst being prepared for any maintenance challenge, however unlikely in an old British car, not a single maintenance challenge presented itself during the entirety of the 2025 Kansas Rib Run Rally. A testimony to those ten cars and their driver/navigator Teams.

The Richta Rally App keeps, and tally's the total penalty points accumulated by each car from Check Point to Check Point, reliably and continuously. High math using fingers and toes of the Rally Organizer, Rally Masters, and other "open toe shoe wearers" close by, is not required. An amazingly automated process! As each car crossed the "finish line", their total penalty points were immediately available to the Rally Organizer and his Team. A high number of penalty points is not an unusual circumstance in any rally that beginners participate in. It is all a part of the learning process, and it is very easy to make mistakes. Driver/Navigator communication is a key to fewer penalty points at the Check Points. In addition, Rally Organizer/Rally Master Team insure thatg the rally route is quite scenic, in addition to many left and right hand turns that serve as a bit of a distractor to the Teams.

The route we chose for the 2025 Kansas Rib Run Rally was very scenic, and the weather was perfect. So, the potential for penalty points because of the distracting scenery was certainly a factor on this rally.

The top three finishers were as follows:

First Place: Team Ten Gary Gumminger Driver/Michael Wilds Navigator driving a 1960 TR3a with a total of 453 penalty points.

Second Place: Team One Dave Dobbins Driver/Peggy Pike Navigator driving a 1974 MGB GT with a total of 524 penalty points.

Third Place: Team Seven Mark Meyer Driver/Tammy Lane Navigator driving a 1970 Austin America with a total of 548 points.

There are always lots of improvements to be had in any Time Speed Distance rally, and the Kansas Rib Run Rally was no exception. As you can see from the score sheet attached there are lots of penalty points spread quite liberally amongst the Teams. Each Check Point presented its own challenges, but no Team was hopelessly lost, no Team did "bad", and no Team broke down. Totals of Penalty Points never tell the whole story as all of the cars performed flawlessly, the driver/navigator Teams were present, happy with the route, and had fun, all the while participating in a

Scoreboard_2025_09_27_12_41_07

Car	Team	Total	2	3	4	5	6	7	8	9	10	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
10	Gary Gumminger Michael Wilds	453	0	0	0	84	3	7	14	7	5	4	0	0	25	71	18	17	30	2	0	29	70	57	10	453
1	Dave Dobbins / Peggy Pike	524	0	0	0	42	7	1	10	27	0	48	0	0	51	86	8	0	1	20	147	0	41	35	0	524
7	Mark / Tammy	548	0	0	0	99	6	4	3	22	0	9	0	0	18	9	25	47	15	8	20	55	79	100	29	548
6	Ron Ray / Pat Barrett	626	0	0	0	142	2	0	6	19	5	39	0	0	14	19	66	27	2	1	11	45	82	137	9	626
2	Craig & Kim Simons	743	0	0	0	180	1	2	29	30	18	140	0	0	10	26	58	41	4	3	1	73	69	58	0	743
5	Steve Maerz / Carla Maerz	771	0	0	0	114	10	12	23	51	21	61	0	0	13	52	73	13	15	30	9	58	77	112	27	771
8	Brian Murray / Mike McMullen	865	0	0	0	76	8	5	11	20	5	48	0	0	180	75	38	63	27	3	12	99	103	91	1	865
4	Jeff / Roxann	905	0	0	0	158	14	4	19	46	22	0	0	0	28	9	180	180	47	33	27	58	45	26	9	905
9	Schimke / Barnes	969	0	0	0	180	7	1	28	32	24	180	0	0	50	27	79	24	3	116	3	103	41	18	53	969
3	Mike Osipik / Damon Osipik	1122	0	0	0	180	8	3	39	54	21	28	0	0	28	49	17	88	37	65	22	171	172	111	31	1122

I want to personally thank Rich Bireta (Rally Master), Albert Weaver (assistant Rally Master), Larry Taylor (assistant Rally Organizer and MG Club President), Keith Jordan (Triumph Club President), KC Triumphs (our sponsor), Dan Sullivan (Treasurer), Gary Gumminger (Asian Motors President), and the Olde Mill Properties. The 2025 Kansas Rib Run Rally would not have been a success without the assistance of all, over the last 11 months.

And last but not least, a special thank you to all competitors, you guys and gals were simply amazing! Thank you!!

Rally On! Jeff Givens, 2025 Kansas Rib Run Rally Organizer

Rib Run Rally

By Jeff Givens

Ten Teams entered the 2025 Rib Run Rally held on Saturday, September 27th. Congratulations to the wining drivers and navigators:

1st Place - Gary Gumminger & Michael Wilds

1961 Triumph TR3A (453 pts)

2nd Place - Dave Dobbins & Peggy Pike

1974 MGB GT (524 pts)

3rd Place - Mark Meyer & Tammy Lane

1970 Ausitn America (548 pts)

Hard Luck - Mike Osipik & Damon Osipik

1967 Austin Healey 3000 (1122 pts)



Rib Run Rally 2025 Winners



Kansas City Triumphs Club Holiday Dinner

WHEN: Thursday, December 4, 2025

WHERE: Grand Street Cafe on the Plaza
Plaza East Room
4740 Grand Ave.
Kansas City, MO 64112
Phone 833-561-8000
ADA Compliant



PARKING: Free of charge in lot in front of Cafe

TIME: 5:00pm Social Time with cash bar
5:30pm -8:00pm Dinner

- Choice of three dinner selections when you arrive. \$45.00 per person, includes *Soup or Salad, Non-Alcoholic Drink, Dessert, Tip, and Taxes.*
- The "Grand Bar" (dessert) in on the Club! Flour-less chocolate cake, crunchy peanut butter mousse, white chocolate folded with rice krispies, dipped in a dark chocolate shell

Reservations needed by Monday, November 24, 2025

Dinner Options

Oven Roasted Chicken

rosemary chicken au jus, french green beans, whipped potatoes

7oz Seared Salmon

parmesan risotto, french green beans, lemon, beurre blanc, parmesan crisp

Grilled Sirloin

whipped potatoes, french green beans, cabernet demi-glace (6oz tenderloin add \$10)

Cash Bar

Kansas City Triumphs Club Holiday Dinner

Thursday, December 4, 2025

Dinner selections will be made at the table.

Your Name(s): _____

Phone number: _____

Email address: _____

\$45.00 per Person: Total \$ _____

*Make check payable to "**Kansas City Triumphs**"*

Mail form and check to:

Dan Sullivan
Treasurer, KCTSCC
16936 W 168th Terrace
Olathe, KS 66062

John McGire's experience at the Garnett Revival

By John McGuire



My wife, Allie, as a number of our members know is currently scheduled for hip replacement surgery. This may prevent her from attending this year's Lake Garnett Gran Prix Revival. We both make a full day of it in our lawn chairs and front row (fence line) seating near the paddock.

With a large cooler in tow, we have the best time witnessing the many heats. All the senses are pleasing as we grip the arm-wrests, hear the high-revving exhaust notes & shifting, plus smelling an array of various exhausts.]

I have often joked after a closely packed grouping of cars all floor it for maximum acceleration as they pass in front of us. I sniff the air, stating, "That Falcon must be running dual four-barrels on a high-rise aluminum intake... (sniffing again) on a 351 Cleveland... with a turbo".

Having 'competed' in the event in 2017, I have vowed to never torture my '79 Spitfire that way again. My competitive nature had me hitting extremely hard shifting, accelerating, braking, cornering, etc. that tested every mechanical function of the car.

Even though the Gran Prix is a Gentlemen's race, and not a hard-core purse-winning / points tallying / podium earning race, some of us become the quintessential Jackie Stewart or even Sterling Moss when the racing helmets are pulled on. There's simply nothing like being on the same circuit with Cobras, vintage Mustangs and Corvettes.

Thank goodness for the no-passing zone in the straight-away that approaches the grandstands. That Cobra behind me could have eaten my lunch at any moment had I not accelerated to the maximum allowed speed of 60 mph upon entering that stretch.

As we watched the video my wife recorded of the pack screaming past the paddock, we noted the beautiful tones of all the varying racing engines. My little Triumph was completely drowned out by all the race-built cars. No matter, though. My memory from the cockpit, and the adrenaline rush of being amongst some of the world's coolest, iconic cars will forever and repeatedly place a grin on my face.

Another Gran Prix for the books. And like my all-time favorite driver, Jackie Stewart, I will be enjoying every moment of all up-coming Lake Garnett events from the comfort of my shaded chair.

And to spread some delicious icing on the cake, I will be seeing all MG Club & Triumph Club members there as we break bread together for our picnic.

I have been invited by the 'Revival' staff to put up my vendor canopy to sell my Spitfire and GT6 products that I produce in my shop. These are all unique, in that I designed up-grade products that both improve safety and aesthetics. Please stop by my SPITFIRE UPGRADES booth. I don't advertise but your word of mouth may spread the word.

I am grateful. See you there. Cheers!

Kansas City Triumph Club

Events Calendar

October 2025

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
10/2/2025*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
10/2 - 5/2025	Car Show	Six Pack Trials - Fontana Dam Basin, Fontana Dam, NC 28771, USA	Check Website	
10/9-12/2025	Car Race	Lake Garnett Grand Prix Revival - Picnic	Check Website	
10/11 - 12/2025	Car Race	Ozarks International Raceway - Gravois Missouri (NASA)	Evite	Jeff Givens
10/18/2025	Virtual Racing	World of Racing	Evite	Ron Ray
10/21/2025*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month -Roxanne's Cafe, 1126 Branch St, Platte City, MO 64079, USA	Evite	Larry Taylor
10/21/2025*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan

November 2025

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
11/6/2025*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
11/15/2025*	Virtual Racing	World of Racing	Email	Ron Ray
11/15/2025*	House Event	Chili Cook Off	Evite	
11/18/2025*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Black Bear Diner Olathe, 11981 S Strang Line Rd, Olathe, KS 66062, USA	Evite	Larry Taylor
11/18/2025*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan

December 2025

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
12/4/2025*	Annual Holiday Party	Grand Street Cafe, 4740 Grand Ave, Kansas City, MO 64112, USA	Form	Keith Jordan
12/16/2025*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - changes each month	Evite	Larry Taylor

CLUB BOARD MEETING NOTES

By Pat Barrett

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 issues considered by the Board at its last monthly meeting. The Board always reviews and approves the monthly Treasurer's report, reviews plans for upcoming events, and reviews recently completed events. As plans for upcoming events and reports of past events appear elsewhere in this newsletter they will not be treated here unless there is something unusual.

Board Meeting of July 15, 2025: The Board reviewed recent changes to the web site and encourages members to submit photos of their Triumphs for inclusion in the "A Few Members Cars" page. Members are also encouraged to submit a short member profile and stories of interest for display on the web site. Plans and preparations for the Rib Run Rally in September were reviewed

Board Meeting of August 19, 2025: A motion to sponsor the 2025 Kansas Rib Run Rally was approved. The rally, scheduled for Saturday, September 27, is open only to classic British & European cars built before 1986. An evite will not be issued as all registrations will be handled via US mail or email.

Submitted 09 11 25

JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are a social club of enthusiasts from all over Merto Kansas City. The club hosts monthly gatherings, driving events, group email and technical sessions providing many opportunities to enjoy your Triumph and other little British sports cars. We publish a bimonthly newsletter sent to all members. 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 (\$30 for paper copy of newsletter) to:

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Spouse/Other: _____

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Car(s) Information (Include project cars):

<u>Make</u>	<u>Year</u>	<u>Model</u>	<u>Color</u>	<u>VIN</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Bill Moore's
Fall Festival

Recently I mentioned to John Brown that my wife Sandy and I would like to host a Fall Festival for our friends in the Triumph, MG and Leawood Pistons car clubs. He asked me to respond to a few questions that may shed light on the **Why, When and Where. Therefore be informed.....**

WHY..... I draw off these groups for many of my friends and want to host something to bring these groups together in a common setting. This venue should provide an excellent back drop for us all to enjoy our cars before winter sets in. Additionally, my friend's mother has an excellent small catering company that we have enjoyed on several occasions. We wanted to do something to help her in her young business. Anyway, it seems like a win-win-win day.

WHEN..... Saturday October 11 --- Ten to Two

Where..... Shawnee Mission Park, Shelter 10

Please bring your cars and significant others and enjoy the day. While there are no official charges for an excellent meal and shelter house, we will suggest a donation to help offset expenses. Please RSVP so we can have some idea how much food to order.

Moore8679@sbcglobal.net



*DBE Kansas Proudly hosts
The 38th Annual
British Faire and Tea*

Saturday, November 15th, 2025
10 am - 3:30 pm

New Location:

Community Covenant Church
15700 W 87th St Pkwy, Lenexa, KS

CLASSIFIEDS

1967 TR4A

Club member Jack Edwards, our longest serving past president and honorary Member for Life is selling his 1967 TR4A.

Details: Navy blue with chestnut interior, wire wheels, very clean. New radiator. Less than 100 miles on new engine. Low 70K miles, second owner. Jack Edwards 913-381-8070



1961 TR3

This vehicle had an off-body rehab and paint job by Mark Canaday 7 years ago. It has been garaged every night since. There is no rust on this car.

Gary Gumminger has performed routine maintenance. The car has new tires and new tonneau cover. Side curtains rebuilt by Roadster Factory.

Upholstery from Moss Motors.

I have history file and many rehab photos for this car. Everything works except I'm not sure about the heater.

I'm asking \$25000.

Rodger Suchman

rlsuchman@gmail.com

816-804-5703



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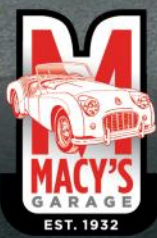
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