



TR TIMES

Kansas City Triumphs Sports Car Club

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Merry Holidays & Happy New Year



It's the time to cover and store our cars away and then hope for a unseasonably warm day so we can get them out for a romp through the country side or neighborhood. As we wrap up another exciting season, I'm reminded of what makes the Kansas City Triumph Sports Car Club so special—our shared passion for these classic British machines and the camaraderie that comes with it. From spirited drives through Kansas and Missouri's scenic roads to lively conversations at club gatherings, every event this year has showcased the dedication and enthusiasm of our members.

Looking ahead, we have plenty to be excited about: upcoming tech sessions, social drives, and opportunities to show off our cars at regional meets. Whether you're restoring a TR6, fine-tuning a Spitfire, or simply enjoying the stories behind these timeless vehicles, there's a place for you in our community.

Thank you to everyone who contributed their time, expertise, and energy to make this year a success. Let's keep the wheels turning and the stories flowing—because every Triumph has a tale worth telling.

Drive safe, stay connected, and see you at the next event!

John Brown Editor



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DIRECTOR'S DRIPPINGS

By Keith Jordan

Up to Three and Counting

I'm privileged to own three sports cars: a 1962 fully-restored TR4; a 1970 modified TR6; and a 2013 Porsche Boxster S. I'm not counting the family car, which is a 2025 Honda HR-V.

How did I wind up with three cars? Well, I sorta backed into it, honestly! Originally, I had a 1957 TR-3, which I restored, then sold a few years ago. To replace it, I purchased a TR-4 under going restoration with the commitment to see it through. While it was being restored, I ran across the TR-6, which called to me. I was mindful of my wife's dictum, "Only two sports cars!" For daily drivers/family cars, we had a 2015 Honda CR-V and a 2006 Honda Civic. I proposed to Deborah that we sell both cars and buy a brand new Honda, and oh, by the way, I found a really good deal on a Porsche, which could be my daily driver (except in snow and ice, of course). Deborah agreed and whether she forgot her dictum or was blinded by the Porsche, I don't know, but I didn't have to ask twice!

So, now we're a family of two, with four cars, two cats and a dog. The TR-4 is a great top-down, nice-weather car, the TR-6 is very peppy, with it's modified motor and rear end (plus a restored hard top is in the works) and the Porsche is fun to drive everywhere, including long drives where I wouldn't drive the TRs. Plus, it's a real pleasure to be able to put the top up or down in about 10 seconds and drive top-down with the air conditioning on. Don't even get me started on acceleration...

The moral of the story is to be careful when you buy a Triumph, you might not be able to stop at one!

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Holiday Wishes

WELCOME NEW MEMBERS!

Robert Williams 1976 Spitfire

WEDGE WORDS

By Steve Olson

Triumph sports cars had evolved from the TR2 through the TR6 with gradual upgrades and changes. There were still many commonalities between the first and the last designs. In the mid-1970s it was clear that the British automakers were in trouble. The government bailouts that had allowed them to be competitive in the marketplace were gone. Auto makers in other parts of the world had fresher designs and modernized factories that allowed them to build cars at less cost. For Britain major modernization was needed ASAP! But there was no extra money or time to develop a fresh approach. One time rivals MG and Triumph were now supposedly equal parts of one big unhappy family. MG sold more cars but TR had better cost controls. Both made models that directly competed with each other for the same buyers. Anyone could see that this made no sense. Combining efforts to make a single car that could be badge engineered and slightly tailored into both a TR and an MG made perfect sense.

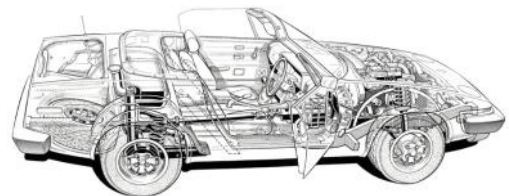
MG had a design concept to propose that might have worked but it was perhaps too cutting edge. Triumph hastily came up with a design that used a lot of existing, readily available parts yet looked nothing like previous models. Upper management studied both and chose the TR wedge. MG hated the concept but were forced to go along. Drawings exist showing a wedge with MG badges on one side and TR on the other. Prototypes were quickly cobbled together and production lines were tooled up to build the new car.

Sadly, everything was done in a great rush and on a very tight budget. Lengthy testing, evaluation, problem correction, retesting, etc. were not done. The car went from a sketch on the back of a napkin to full-on production in record time. And by the way production wasn't done in existing factories by experienced people. In order to keep current models in production to be sold alongside the new car, a totally new factory was built in an area that had not built cars before. As might have been expected, initial build quality stuck.

Another area that was largely neglected was customer desire. Marketing didn't have time or money to manage customer expectations and convince them that the changes were progress. Customers mostly failed to notice things like the move to unibody construction and roomier interiors, they just concentrated on the poor build quality, lack of a drop top, regression from 6 to 4 cylinders and many other undesirable issues. Many would-be TR buyers bought the older models instead. MG had decided not to jump on the band wagon and sell wedges with octagonal badges. A move, that sealed the end of MG that was soon to come.

Sales were below numbered expectations and warranty claims were way above. Management set to work to resolve issues but without much money those took a few years to work out. By then the car had a poor reputation and competitors, mainly from Japan, had come up with their own sporty offerings. MG had no new model at all, and TR had one that wasn't selling. There was, no money and no time to try something different. It was time to close the factory doors for good.

Steve Olson



1980 Spitfire and the Grass Test

Pat Fischer

Women have a better sense of smell than men do. Even Click and Clack, The Tappet Brothers on their NPR radio show said so. Sometimes, it's a burden, and I use the "Recirculate" function in my modern car a lot when in town.

Saturday evening of the Heartland All British we went up to Merriam in the Spitfire. I noticed major exhaust fumes on the way up. There were Brit cars and also a truck group gathering in the parking lot at Merriam Farmers Market that evening, so, of course a lot of carbons were floating around generally. Overnight I could still smell the exhaust in my nose. All odors are particulate, I've read. Ugh. How my partner does not notice this is a mystery to me – but only the second mystery right behind why I was smelling a lot of exhaust. The next day, the day of the show, the 250, the Spit and 90+ other cars were perfuming the atmosphere, so it just kind of slid by in importance, and I didn't ride in Roger's car.

A couple weeks later, and we were headed out in the Spitfire for a country drive, and the exhaust smell was awful as soon as we were rolling well. I hate to keep bringing up issues, especially ones he doesn't notice. I opened my window, I opened my vent. (I really don't understand all of this air flow dynamic: If I open my side window and air is coming in, why does exhaust still reach the passenger compartment from the back of the car? From outside? Shouldn't more air be going backwards? I rue that side vent windows are no longer available.)

We often do our cruising across the line in Missouri, where they let their roads turn occasionally, and it's much more fun than Kansas. As we turned this day south on highway W, a tractor was going the opposite direction and that tractor was mowing the verge and throwing the grass into the roadway. I've never seen anyone shooting grass onto a highway before, and it seemed an odd practice. I wondered if the grass clippings would be slippery. It didn't seem to be an issue by Roger's driving.

We drove on. We stopped in Louisburg for lunch at what we call the Inn of the Prancing Pony. (Actually, Timber Creek.) We brought our lunch leftovers out to the car and Roger opened the trunk, where we found 100-200 2" pieces of freshly clipped grass in there. It was both astounding and funny – sort of. **The Spit has enough draft to vacuum grass from the road surface into the trunk of the car.** I want you to stop and think about that a minute, because I was impressed. This was, of course, the perfect time to bring up a possible trunk sealing issue.

He bought a new weather strip for the trunk, and replaced the old one. He has to push down on the trunk lid to latch it now, and the fumes are much abated. The Spit seal is fairly straightforward, with its flat trunk lid. The TR250 trunk lid curves down 90 degrees, and that's one continuous rubber strip all the way around, but I wanted to test it because now I'm awake to the potential here. You have to wonder how well that seals where the rubber has to bend at the curves. I tested the 250 thus: I cut a strip of paper shop towel about 3" wide by 12" long. I laid this strip half in and half out of the trunk opening, closed and latched the trunk, and tried to pull the paper towel out. I did this repeatedly around the trunk opening every 4-6" or so. The trunk gripped the towel in every instance. I hope that means that the trunk is sealing well.

Lord knows I've lost enough brain cells to old Brit car fumes in my lifetime. I don't have any to spare.

That's it – the Grass Test. And the Paper Test if you can't find the grassy roadway.

Car Seat Of Death

Contributed by Craig Simons

I recently discovered a plot to thin out children born in the mid 50's. That's right. Unbelievable as it might seem, there was a plan formulated by our then politicians to kill kids of the 50's.

Why? They knew by the time these children reached the age of 50 and beyond, they could very well be the voting majority. They feared by this time these voters would be fed up with all the political back biting, non-compromising, lying, name calling, "Our Party" comes first,

let's drain the swamp into a bigger swamp mess. Their chances of a long term, political career would be over. No more freeride. These 50 somethings might even insist on our government officials having term limits, pay their own healthcare and get a minimal retirement at best.



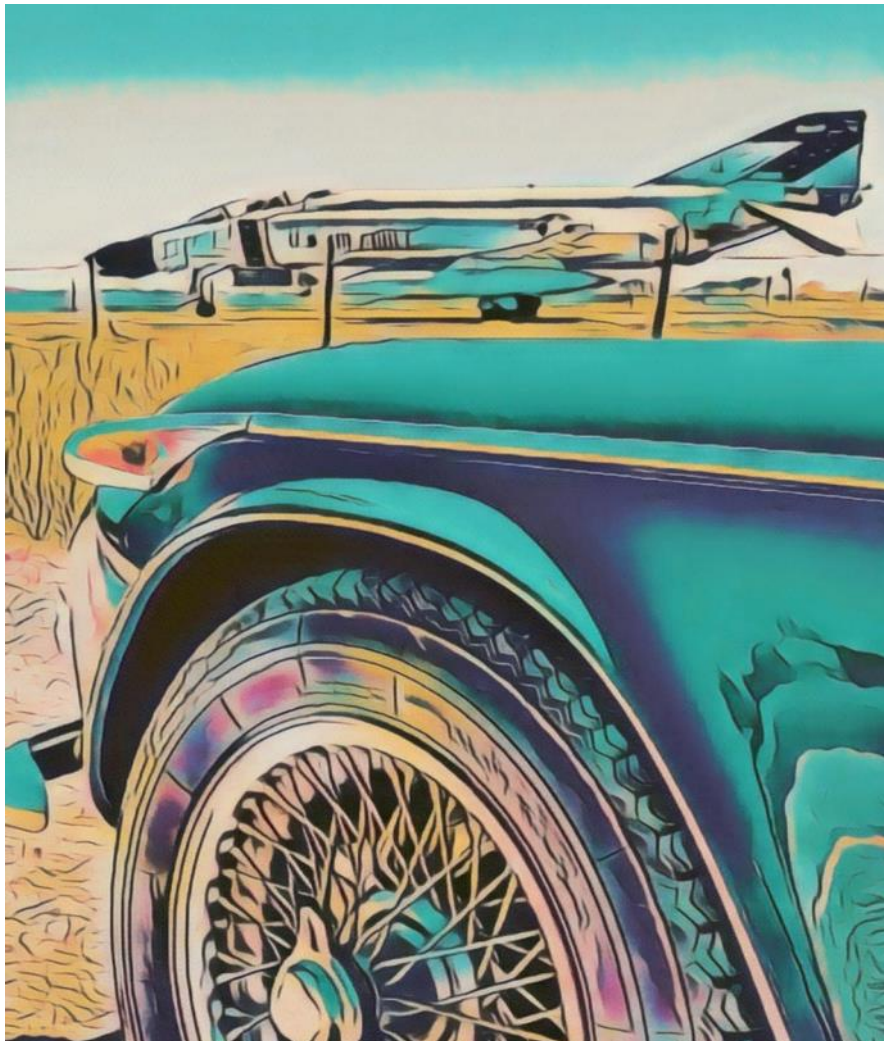
HOW ELSE could you explain this "Car seat of Death". A lawn chair strapped to the FRONT seat facing a metal dashboard. Luckily my sister Shelley lived through it. She is about one year old in this picture. I do not hold my Dad responsible for not knowing about this devious plot. He came from a generation where a handshake and "your word" was worth something.

OR ... MAYBE



In the fifty's, this was just a sign of the times. My Dad's stripped short shorts and shirt, the very popular white on red car interior and bright red steering wheel. I guess a lawn chair car seat was better than holding a child on your lap or letting them roll around in back seat.

Besides, we also kept our young ones in cages as seen by the above picture.



Thought this was a vry cool image! Contributed by Craig Simons

Heartland All British Car and Cycle Meet

Contributed by Pat Fisher

Many of you come to the Heartland All British Car and Cycle Meet that is held on Labor Day weekend every year. Lately, it has been at the Merriam Marketplace and will be again in 2026.

However, you may not know how it is put on and who puts it on. There is a committee that organizes it every year. When it started as the Kansas City All British Car and Cycle Meet, there were two representatives from each local British car club. That meant the KC Triumphs, Austin Healey, Jaguar, Kansas City MGB, Kansas City MG T Series, Lawrence All British Car Club and maybe some other club had representatives on the committee. Many of those clubs have disappeared or are not very active any more.

Currently there are six people on the committee and we get stretched a bit thin, especially around the time of the show. The person that had been handling the Saturday night cookout has had to re-evaluate the time he was devoting to various obligations and decided he could no longer help with the show.

So, we are in need of someone that would like to join the committee and take over the task of organizing the cookout. We do have information on what food was purchased and what was necessary for the cook out. If you would like to join our small group and take on the cook out, please contact me, Roger Elliott at elliotttr@rmi.net or (913) 897-9543. We normally meet on the third Monday of the month over supper at Panera's 10606 Shawnee Mission Pkwy, Shawnee, KS 66203 at 6 p.m.



Comment Corner

Steinbeck Wisdom

Contributed by Kenny Wymore

In Hagerty Driver's Club issue 93, Sep-Oct 2025, there is an article from Aaron Robinson about taking a road trip through California with his dog Beano. He travels a similar path as to what John Steinbeck took in his book, "Travels With Charley" from 1962. According to Robinson, he had interviewed Steinbeck's son, Thomas, a few years back and this is what he had to say about his dad and cars:

He told me that his father in his latter years only owned English cars, "not because they were good cars, but because when you have an English car, you get to hang out with mechanics. He loved garages—that's where the stories were."

While this may have been a joke, I think there is some truth to this, and I do think there is a social benefit to having a somewhat unreliable car. We all end up getting to know each other through talking about the ups and downs of our various car projects. And getting hands-on with someone else's project, doing a roadside fix, loaning out tools and supplies or just offering up advice definitely builds bonds that you likely would not have built otherwise. The cars bring us together, but the people and the stories keep us coming back.

Kenny W

HITTING THE ROAD

by

Larry Taylor

One of the best parts of being a member of a car club is hitting the road for an overnight stay with other members for out-of-town car shows. Local events are always fun, but there's something extra special about traveling as a group to represent our club beyond Kansas City. Some of the shows that our members normally attend include the GOBMC Show in Springfield, the St. Louis British Car Show, the Brits in the Ozarks Show in Fayetteville, and VTR and TRA national and regional shows.

Traveling together turns acquaintances into real friends. Long drives give us time to swap stories, share roadside adventures, and enjoy each other's company. Once we arrive, the fun continues—exploring the show, gathering for meals, or just relaxing in the hotel parking lot surrounded by British cars and good conversation. These moments make our club feel more like a community than just a collection of cars.

Out-of-town shows also give us extra push to keep our cars in top condition and inspire us to fine-tune the mechanicals and work to make it look its best. It's not about chasing trophies, it's about personal pride in showing your car at its best, both on the road and on the show field.

At the end of the day, traveling to car shows is less about competition and more about connection. It's about the miles we drive together, the memories we create, and the pride we feel in keeping our cars alive and on the road. If you haven't joined us for an out-of-town show because you do not think your car is a show winner, consider this your invitation. The trophies may be nice, but friendships and experiences are the real rewards.

My GT6 Renovation

Contributed by Dan Sullivan ‘Sully’

Like every other ‘younger’ person, I became enamored with these cool little zippy cars I’d seen in the movies. I purchased my 1969 GT6+ while in the service and it was my daily driver for about six years. I drove it from California to the cold snowy Midwest and to the Boston area on the east coast and back. I didn’t think about all the miles I had on it then, but after storing it for ‘just a few years’ time took it’s toll.

After telling my history with about the GT6 to the club during a CNO one evening, I related that I thought the car had sat for maybe 12 to 15 years. Later, I was telling my family about my CNO talk and my youngest daughter said “Dad, I’ve never had a ride in that car.” That’s when it hit me, ‘she was 30 years old’. Yikes! Time to get started on fixing it up.

I’d recently retired, so there shouldn’t be any issue with spending time working on it myself...right?! I began with getting it in driving condition by changing fluids and reworking most of the front suspension and replacing the brakes with new parts. Anything that was rubber, oil based or obviously worn was replaced. I hadn’t done this much mechanical work before but it wasn’t too bad. There were a few things I wasn’t sure of doing so I had Gary Gumminger rebuild the rear suspension and the carburetors.

This is where I’d asked Pat Barrett if he would give me a hand doing a few things, and boy did he ever help. He jumped in with both feet with my project by getting his hands greasy, giving disassembly suggestions, helping with research, and continues to give me a hand.

My one bit of advice is don’t be afraid to ask for help or talk about your issues before taking your car for professional work. If you’ve just been idly thinking about getting your car drivable again don’t hesitate. More than likely, it won’t cost that much to get it going down the road. Of all the GT6s registered in our club, there are only a few that are drivable. Mine was one for quite a while, too. Let’s get’m on the road, again.

Pat has now gotten his own TR-4 running and driving after quite a few years. It’s great seeing the smile on his face when he’s driving it. He needs to begin his own restoration article for the club newsletter.

Just to get an idea of the condition of my car when I started –

Yes, the usual bad rust spots, but a lot of surface rust, too.



This last summer I decided it was time to do a body-off restoration. I contacted a couple local restorers and went with Jim Miller of Jim's Last Detail just outside of Gardner, KS. It was close to where I store my car and came with a few recommendations. Pat Barrett and I stripped the car of all the glass, rubber seals, front window frame, wiring, dash items, instrumentation, doors, seats, interior, windshield wipers, heater core, etc. I had the engine and transmission removed, but I left the suspension on the frame, so I could tow the body and frame to Jim Miller's shop. Boy, did I take a lot of pictures to identify how parts came off. I tried to remember to write on the pictures or add tags. I hope I made enough descriptions to help me remember where everything went or I'm in big trouble. :-)

I may have made a mistake telling Jim Miller there was no hurry, but after about a month in the shop, I'm close to selecting the exact color of white I'll have him paint my car. I asked AI for pictures that I described in make, model, exterior, interior colors and maybe wire wheels. I've settled on white with red interior, but I didn't realize there was a white, kinda white, sorta white, off white, a little bit white and many more. After Miller had the body and frame separated, I saw the doors had the inside panels off exposing the original Triumph paint, which about what I was looking for. So, I had a paint shop match that color of white. I haven't seen the paint sample sprayed yet, but I'm pretty sure I'll keep the original Triumph white listed as code #19.



This picture shows metal body panels that were purchased and in place.



There is a lot I passed over in getting the car to this point, but I'll keep you updated on my restoration progress going forward.

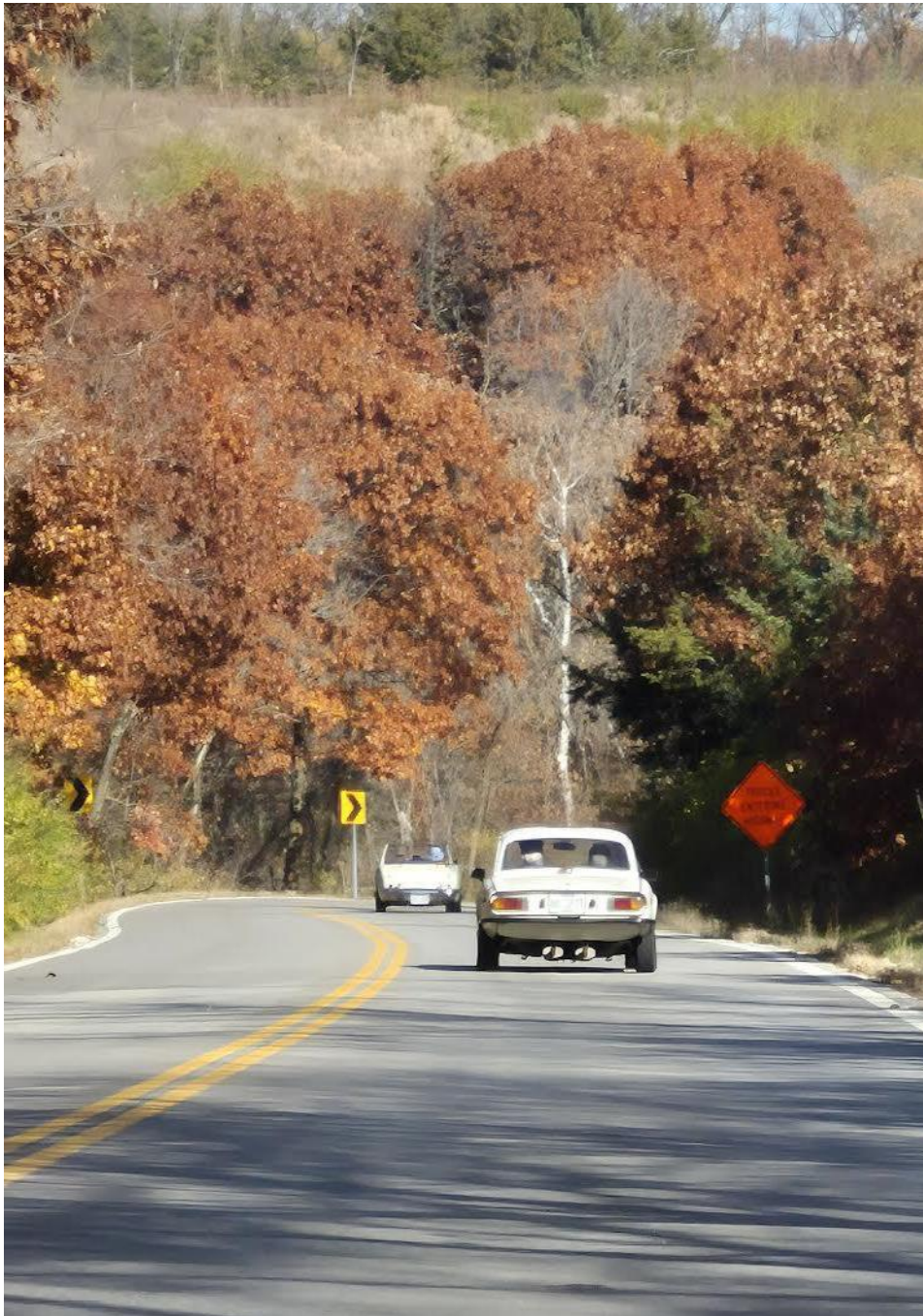
Happy driving until you put your cars away for the winter.

Triumph Friends Fall Drive

By Susan Ray

With sun and a 75-degree day, our November 15, Fall Drive, was perfect! After sampling delicious coffees and other goodies, such as fresh cinnamon rolls, seven cars departed the Fuel House in Bonner Springs, Kansas, at 10:00 am sharp. We (Ron & Susan Ray) led the way in our Austin-Healey 3000, followed by Roger Elliott and Pat Fischer in a Triumph Spitfire, Matt Jenkinson and daughter Claire, in a Triumph TR4, Bob Aguilar and friend Renee in a BMW Mini, Mark Meyer and Tammy Lane in an Austin America, Kim and Criag Simon in a Mazda Miata, and Kenny and Marie Wymore in a Subaru. It was almost an “All British” drive, but all people and cars were welcome.

The 68-mile route took us to northeast Kansas, but we stayed south of Atchison. Ron had recently participated in a 100+ mile



Austin-Healey Club drive that included most of our route, but we modified it for the Triumph Club.

From Bonner Springs, we drove through Tonganoxie, McLouth and finally, past the old Federal Penitentiary at Leavenworth. From there, we continued east on South K-7, crossed the Missouri River bridge near Beverly, Missouri, then took MO-92 to Platte City, Missouri, where we had lunch at RapiDOS Mexican Restaurant. We had reserved a room for our 11:30 am arrival with the group, and Kenny's dad and aunt joined us.

Of course, it wouldn't be a British car drive without some kind of issue with a car. In this case, Matt had noticed a wobble in his front tires before we stopped for lunch. So, as we were leaving, Roger, Craig, Kenny, and Ron tried to help Matt diagnose the problem. The tool bags and knock-off hammers came out, but after a test drive in the parking lot, the tire problem remained a mystery. So, to make sure Matt and Claire arrived home safely, Pat and Roger followed them home at a reduced speed.

A few days later, Matt discovered the left rear tire had a partial delamination of the tread. Mystery solved, but the tires had been purchased out-of-state, complicating resolution of the warranty coverage. For now, Matt is running his spare tire, which was purchased along with the other four tires after he restored his car.

As Pat pointed out in an email string following the drive: "Everybody left home in their Brit car, and everybody made it back home in their Brit car = success." In addition, everyone seemed to enjoy the drive, although I'm not sure if it was the drive or a 75-degree day without rain, in November, probably both. Ron hopes to do a fall drive again next year, only a few weeks earlier to see more vibrant fall colors.



Uncle Mike and the VTR Nationals 2025

By Rick Brasfield

I am the third owner of a 1974 TR-6. I purchased it from my Uncle Mike 5 years ago. The car originated in Florida but spent a majority of its life in California and Arizona in my uncles possession. I had told Uncle Mike once if he would ever be ready to sell the TR-6 I would buy it.



Age catches up with all of us, and I thought it would be a great opportunity to invite Uncle Mike back and drive up to the nationals. Our family grew up as weekenders at the Lake of the Ozarks, and I currently enjoy my retirement years living there full time. This trip would not only give us an opportunity to share memories of the lake as well as the Triumph's we have owned. Along with that, we would take a leisurely route north along state and county highways and see some sights along the way. I would like to share with you some fun facts, trivia, and commentary of our trip.

We started on Monday morning. Cool temperatures and partly cloudy skies made for a perfect travel day. We traveled on State highways 7 and 5 to route MM which took us across the Lake of the Ozarks Community Bridge. This bridge was the only toll road in the state of Missouri until this spring. Tolls had paid off the bridge, and the toll booths were removed. Planning and construction of that bridge was started in the early 70's. The house was on route MM and we were glad to see it happen, because gravel roads were turning to asphalt and it was a much easier last ten-mile drive to the house. This bridge served as a shortcut from the north/west side of the lake to the south/east side which was considered the tourist area because of the popularity of the shops and sights around Bagnell Dam.

We soon crossed Bagnell Dam. Construction was started in 1929 and completed in 1931. It took four years to fill making it the largest man-made lake in America at the time covering 54,000 acres with 1,150 miles of shoreline.

Our next stop would be in Fulton MO, a little college town just north of Jefferson City.

In 1946, the president and some influential alumni of Westminster College, influenced President Harry Truman and the recently defeated Prime Minister, Winston Churchill to come speak at their little mid-western college. Churchill jumped at the opportunity to capitalize on the moment and delivered his most famous post WW II speech “The Sinews of Peace” of which the famous words “From Stettin in the Baltic, to Trieste in the Adriatic, an iron curtain has descended across the continent.” ushering in the cold war and framing the Geo-political landscape for fifty years to follow. Westminster College would in the following decades build the National Churchill Museum which would include the Church of St Mary

In 1969, the church was moved to the Westminster campus and reassembled at the site where Churchill had delivered his speech two decades earlier. Years later President Ronald Reagan would reference Churchill and his famous words as he would encourage Gorbachev to “Tear down this wall.” referencing end the cold war and removing the Berlin wall.

Westminster College holds the largest section of the Berlin wall outside of Germany. A sculpture created by Edwina Sandys, Churchill's granddaughter, was dedicated on campus in 1990 near the site of

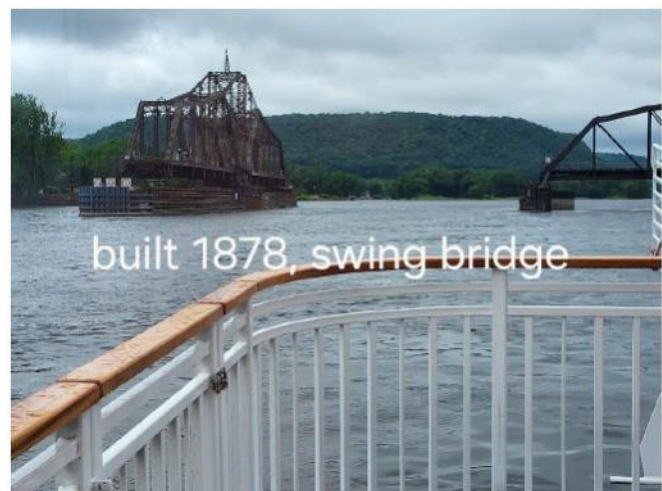


Leaving Fulton, we continued north through Callaway County, the home to the only nuclear power plant in the state of Missouri. A more interesting bit of trivia is that during the American Civil War, Union forces led by General John B. Henderson approached Callaway County, a region known for strong southern sympathies. Facing the upcoming invasion, local armed forces organized by Colonel Jeff Jones prepared for defense. Rather than attacking, Colonel Jones sent an envoy to General Henderson stating their purpose was self defense and would fight any that invaded. Legend has it that Henderson feared the strength of the Callaway forces and entered into a truce, recognizing Callaway County as an independent entity. This agreement essentially amounted to a treaty between the county and the US government leading the region being dubbed as the “kingdom of Calloway.” While the county never formally declared its independence or established a separate government, the treaty did allow for limited recognition from the US government. The Kingdom of Callaway still resonates in local businesses and residents of the county.

Our journey continued on state and county roads enjoying the scenic views and local agriculture. Entering Iowa, we not only got to enjoy the scenic views, but started to experience the smells as well. You see, Iowa is the the largest pork producer in the country. In fact, hogs outnumber people 8 to 1 in the state. Depending on wind direction, many farms were very ripe as we passed. We ended our days journey in Prairie Du Chien, WI. Pretty little river town but plagued with the stench of a rendering plant on a hot summer day.

Tuesday morning we would follow the Great River Road up to La Crosse, WI. The Great River Road is a national scenic byway that follows the Mississippi River for 3,000 miles through 10 states. These roads provided the prettiest views of the entire trip. The event offered many self guided tours utilizing these roads and we would tour them throughout the rest of the week. After registration we participated in the Funkana. Our recommendation to the organizers after the event was to add a “Senior” class to the game. Us older guys cant jump in and out of the car as quick as we used to.

Wednesday Started with a breakfast run and another beautiful drive. Then the rains came, pretty much eliminating the poker run and the TSD rally due to severe weather. The storms finally cleared in time for our Mississippi River Paddle Boat tour. The Captain provided excellent commentary on the Lock and Dam system put in place on the upper Mississippi in the 1920's to maintain a constant channel depth of 9 feet to improve navigation. There is a series of 27 Lock and Dams from Minneapolis, MN to St Louis, MO. These Locks are provided free of charge to both private and commercial traffic on the river. We also got to view the operation of a rotating railway drawbridge. Built in the 1870's and refurbished in the early 1918, this bridge is manned 24 hours a day and still handles train traffic almost hourly.



Thursday brought another run up the Great River Road to the National eagle Center in Wabasha, MN. Featuring three live eagle Ambassadors as they choose to call them. The oldest, Angel, a female, has been a resident at the center since 2000 and is now 26 years old. She fell from her nest as a fledgling and broke her wing. It did not heal properly and she cannot fly. Latsch came to center after being rescued in nearby Winnona, MN in 2016 He is blind in one eye. Was'aka arrived at the center in 2009 with a tumor in his left eye which prevented him from finding food on his own. Captive eagles can live up to 45 years. Wild Eagles can live up to thirty years. A regular diet and good health care certainly makes a difference. On the menu for them that day was rat and rabbit. The food is wrapped in butchers paper to help emulate the experience of getting thru the outer carcass to get to the meat. Another interesting fact I picked up on is that an Eagles talon can exert enough force to break a humans femur. Seeing Eagles in captivity is pretty cool. However, I have three Nests, within a 15 mile radius of my house on the lake and we observed 7 Eagles from the our boat the day before we started this trip.



Thursday afternoon autocross session was enjoyable although I did not compete. The dinner run that night was enjoyable. We Dined with Ron and Susan Ray and a host of others. The restaurant was not expecting the group with created a few delays in service.

Ron and Susan led us to a fabulous local ice cream shop after dinner which wiped away any regret for our dinner site selection.

Friday brought the car show. There were 170 cars registered for the event. I am not sure they were all at the show but it sure looked like it. Uncle Mike and I were called back to the lake for family business so we took off for home after the show. We debated whether to take a different route including some interstate highway travel for a hour quicker arrival time. In the end we chose the route we came because of the views. If you have not driven through that part of the country, I would suggest you plan a trip. I would also recommend you take a drive through the Kingdom of Callaway and visit the Churchill Museum on the Westminster campus.



As a footnote, it was a 1600 mile trip with only minor electrical issues. (loose wire, and defective bulb.)
It's a Triumph, I wouldn't expect less.



Membership Up Date

Year End Membership Update

By: Michael Wilds, Assistant Director - Membership

Here is a year end 2025 membership update of your Kansas City Triumphs Sports Car Club. As of November 18, 2025, the club has 89 member families. Of the 2024 membership, 17 members did not renew. We have added 7 new members this year, please welcome:

Brad & Susan Allen

Roy & Brian Fowler

Stephen Randolph

Steve & Lidia Cohen

John & Annette Robertson

Richard & Georgia Klein

Robert Williams

Members own a total of 109 Triumphs. Chart 1 illustrates members' cars by model. Stephen & Holly Oertwig have the most, currently 6. Chart 2 is a histogram that shows total number of Triumphs owned by our members. As expected, most members are here in the KC metro although we have several members throughout other parts of Kansas and Missouri. 53 member families live in Kansas, 36 live in Missouri.

We also took a look at participation in our monthly Club Night Out. Here is a summary of we found (also see Chart 3 & Chart 4):

January 2023 through November 2025 (31 meetings)

CNO attendance averaged 21% of current membership

Total attendance averaged 26 people

Member family attendance averaged 19

43 current members have not attended a CNO in the last 3 years

2 members, Steve Peak & Larry Taylor, were participants in over 90% of CNOs over the last 3 years

2025 Year to Date

Very similar to the 3 year averages

Averaged 21% of total membership

Averaged 26 total people

Averaged 19 member families

47 members did not attend a CNO in 2025

Note;

Due to space constraints please email me at johnwbrown1948@gmail.com

for access to the Micheal's charts

Thanks John Editor

Bill Moore's Fall Festival

On October 11th, a member of our club (Bill and Sandy Moore) sponsored a great opportunity for Kansas City Triumph, Kansas City MG and the Leawood Pistons Car Clubs to gathered together to share their cars and consume some great food catered by Rosa's Catering. The turnout was excellent as were the beautiful cars on display. Bill told me that the reason he sponsored the event was because he felt that bringing different Clubs together to share their experiences and pride and joys, would be a good time for everyone, and he was right from my experience.

Bill is in the south for the winter but wanted me to let everyone know how much he appreciated all that attended.

I don't know if there would be interest in repeating this event next year sponsored by the clubs. But if Rosa is catering it, I'm all for it!



Winter Storage Guide for Classic British Cars

By ChatGPT and Larry Taylor

Larry Taylor: ChatGPT, what are best practices for storing a classic British car for the winter?

ChatGPT: Here are best practices for storing a classic British car for winter — to protect it from moisture, corrosion, and inactivity damage while ensuring an easy spring start-up:

1. Clean and Prepare

- Wash and wax the car thoroughly, including the underside if possible. Wax helps protect paint from moisture.
- Clean the interior, vacuum carpets, and wipe down vinyl/leather with conditioner.
- Remove food or wrappers that could attract rodents.
- Clean and polish chrome and aluminum trim with a light coating of wax or oil to prevent oxidation.

2. Fuel and Fluids

- Fill the fuel tank completely to prevent condensation and add a fuel stabilizer (e.g., Sta-Bil). Run the engine for a few minutes to circulate it through the system.
- Change the engine oil and filter to prevent acid corrosion.
- Check and top off coolant, brake fluid, clutch hydraulic fluid, gearbox, and differential oils.

3. Electrical System

- Disconnect the battery or use a battery maintainer/tender to prevent discharge.
- Clean battery terminals and coat them lightly with dielectric grease or Vaseline.
- If removed, store the battery in a cool, dry place (not directly on concrete).

4. Tires and Suspension

- Inflate tires to 3–5 psi above normal to prevent flat spots.
- If possible, place the car on jack stands to take weight off tires and suspension.
- If left on the ground, roll the car a few inches every few weeks.

5. Protect the Engine and Exhaust

- For long storage (3+ months), fog the engine with fogging oil or spray into the cylinders through the spark plug holes.

Winter Storage Guide for Classic British Cars

Cont.

- Seal exhaust and intake openings with plastic bags and rubber bands to keep out moisture and rodents.

6. Prevent Moisture and Rodents

- Store in a dry, well-ventilated garage with a vapor barrier (plastic sheet) under the car.
- Use desiccant packs or DampRid inside the cabin and trunk.
- Place steel wool or mothballs around tires to deter rodents or use peppermint oil repellents.
- Leave windows slightly open (¼ inch) to reduce humidity buildup.

7. Cover and Environment

- Use a breathable car cover (cotton or woven fabric), not plastic.
- Maintain around 50°F (10°C) in heated garages and avoid large temperature swings.
- Avoid direct sunlight or damp basements.

8. Spring Revival Checklist

1. Remove covers and tape from exhaust/intake.
2. Reconnect or reinstall the battery.
3. Check tire pressures and fluids.
4. Prime the oil system (crank without spark plugs briefly).
5. Start and idle slowly while checking for leaks.
6. Enjoy your first drive of the season!



Twas the day after Christmas

Contributed by Gene Huenefeldt

Twas the day after Christmas and out in the shed,
Sat a tired old Triumph, it's battery dead.

It's fenders were rusted, the floor pans had holes, the seats and carpets had been eaten by moles.
The tyres had dry rot, the fuel tank was leaking, a turn of the steering wheel sent tie rods a-
creaking.

So I put on my coat with a weight on my heart, and went out to the shed to get it to start.

The engine turned over-there arose such a clatter! I knew from the sound, "'twas timing chain clat-
ter".

From under the dash there came a bright flash: the old wiring harness had just turned to ash!

"I've had it with Triumphs!" And I finally swore.

"Enough is too much! I can't take any more!"

When what to my red, teary eyes should appear, but an English mechanic with tools and some
beer.

"This one can be saved; there's no reason to grieve. All you need is some faith man, you've got to
believe!"

"A hammer! Some duct tape! Grab me my tools! When you work on these cars, just make up the
rules!"

A cough and a splutter, the cacophony was stunning, I couldn't believe it! The damn thing was run-
ning!

The ghost winked at me and said, kicking a tyre, "Whatever you do, DO NOT TOUCH THIS
WIRE!"

And I thought to myself as I crunched second gear-

Merry Christmas to all and Happy New Year.



Upcoming Events

Wednesday, December 3

6:00pm - 7:00pm ● Mechum Meet & Greet

Thursday, December 4

5:30pm - 7:30pm ● Holiday Party

Tuesday, December 16

9:00am - 10:00am ● Crumb Breakfast

5:30pm - 7:00pm ● Officers Meeting

Saturday, December 20

12:00am - 1:15am ● Triumph Club - World of Racing

Thursday, January 1

5:30pm - 7:30pm ● Club Night Out

Saturday, January 17

12:00am - 1:15am ● Triumph Club - World of Racing

Tuesday, January 20

9:00am - 10:00am ● Crumb Breakfast

5:30pm - 7:00pm ● Officers Meeting

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. Questions or comments? Please contact a Board member.

Board Meeting of September 17, 2025:

Status and final preparations for the Rib Run Rally on Saturday September 27 were reviewed. Details of the Holiday Dinner were finalized and dates for notifications to the members were established.

Board Meeting of October 15, 2025: Event expenses in 2025 to date were reviewed. Of the 60 events announced via Evite, nine incurred expenses to the Club and most of these were joint with another club. Procedures for handling the shared costs were reviewed. The Secretary was assigned the task of compiling and maintaining a list of Club property.

Submitted 11 24 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.

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Email: _____

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

CHRISTMAS IN SONG

Dec 11 7:30

A Quality Hill Playhouse annual holiday tradition! From sacred to secular, traditional to popular, with some new gems and gospel favorites, this celebration of the season has something for the whole family.

Join Lindsey McKee, Mark Sepulveda, LeShea Wright and J. Kent Barnhart, pianist and emcee as they share songs that are sure to put you in the Christmas spirit!

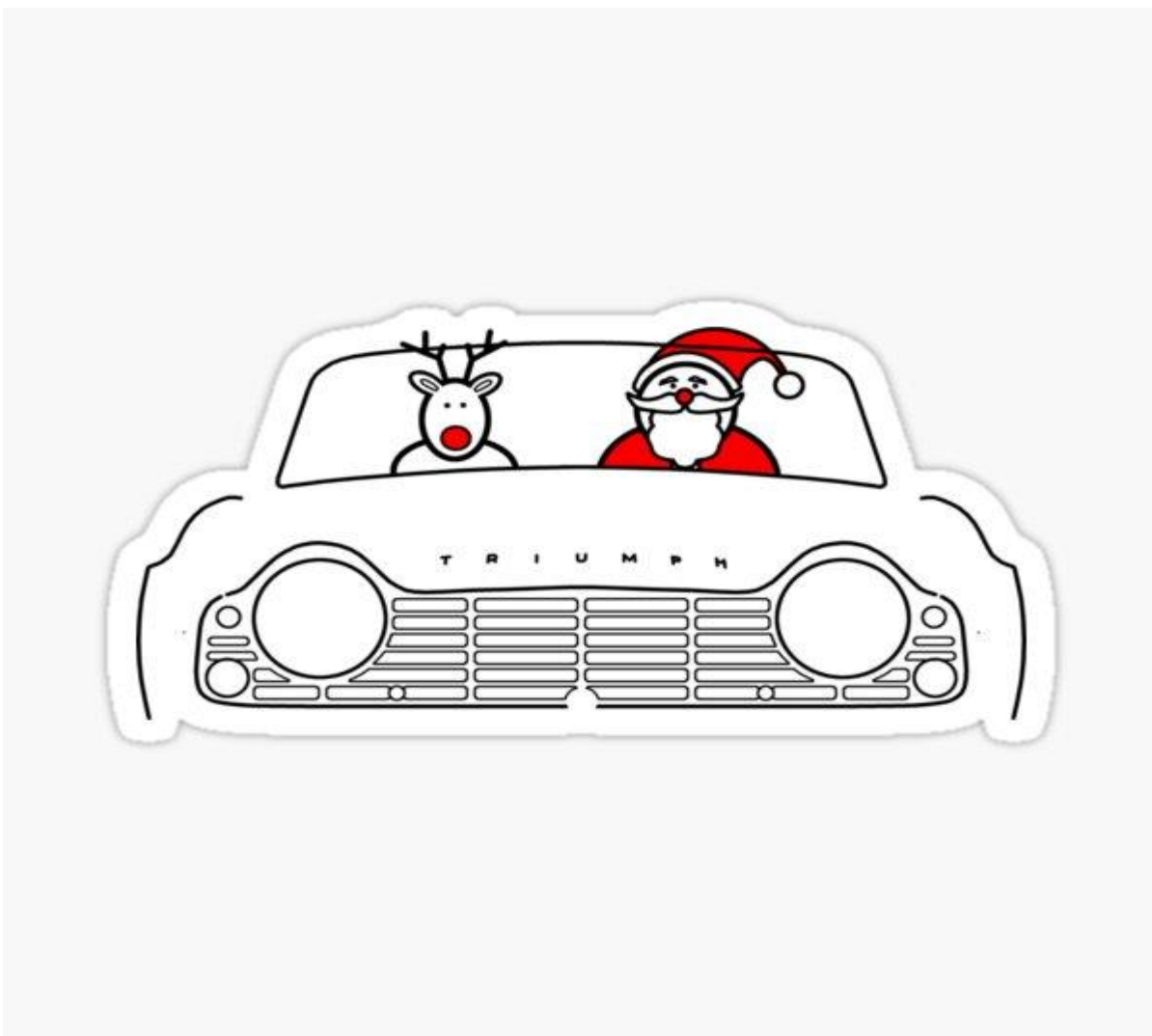
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Friends and family are welcome and encouraged.

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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



1969 Triumph TR6

1969 Triumph TR6.
Comes with lots of parts including an extra rebuilt engine! This car is very well sorted and not a project car. \$16k. Call Steve at 913-927-0229.

Thanks. Steve Cohen



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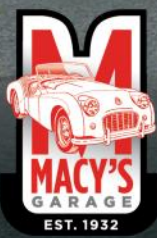
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