



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 48—Number 1 February/March 2026



Its Just Around the Corner!

Blue skies and the warm spring sun are just around the corner. The sweet sound of that English engine purring down the road. Maybe the Beatles as background swirling out of the Pioneer speaker in the door. The Kinks, Stones or even maybe Willie. Oh, Spring melt the snow and hurry home. ☐

Ok, well whatever, we have a great February planned for the club, starting with the Social on the 5th, weather report calls for 41 degrees that day so come on out and enjoy. Hot Wheels Racing, this is a new event for the Triumph and MG Club. You will never know if you will enjoy the fun unless you come and join in. I didn't get it on the event calendar before issuing this Newsletter but make note and come a racing,

The monthly Crumb Breakfast is on the 17th at Pegah's restaurant 5354 Roberts St Shawnee, KS 66226 Stay warm and dream of the warm days of motoring in your vintage British Cars.

John

Please welcome our newest member David Kassen 1975 TR6

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DIRECTOR'S DRIPPINGS

By Keith Jordan

Drive Your Triumph Day

Quick! What's the significance of February 10? It's the anniversary of Sir John Black's birthday. Who is Sir John, you say? Well, he was born in Surrey, England in 1895 and became a well-known figure in the British Auto Industry. Sir John joined the Standard Motor Company (predecessor to Standard Triumph) and became the managing director (president) in 1933. He was knighted by the King during WWII for his efforts in the auto industry.

Post-war, he tried to purchase Morgan, but was rebuffed, so he set about having his company produce what would become the TR2 and TR3. Sir John passed away in 1965.

We honor Sir John Black by having a "Drive Your Triumph Day" each February 10th, which is quite fun. This day's celebration was started by Rye Livingston, who's a member of and activities chairman of the Triumph Traveler's Sports Car Club in Northern California/Bay Area.

Participation is easy: Regardless of the weather, take a photo of your car with your name, car info (year and type) and current location. Email the photo to Rye at DriveYourTriumphDay@gmail.com Rye will add your photo to his album along with the others he receives from all over the world!

In addition, we'll be gathering to take a short drive with our cars to, you guessed it, eat! The particulars are here:
Gather at The Fuel House at 1pm (to allow the lunch crowd to dwindle)
611 W. 2nd St.,
Bonner Springs, KS 66012

After a short but scenic drive, we will eat some of the best BBQ at Roscoe's BBQ
9711 Kaw Drive
Edwardsville, KS 66111

More particulars at:

[https://www.evite.com/
event/01DFIIAE4SKDAAB5QEPQ6HFS2DAUY?
gid=03F1IIAE4SKDAADFSEPPQ6HGACCKHCI&emhm5=e60df539a
92d9ad6f6b5ada0b0488009&emhs1=739a60f6ec0c7d68afece7564876
3b2452c1f4e2&emhs2=bcd5aae4e768532e502c79fa25dd6bd0275ef0d
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_content=&utm_medium=email&utm_source=GUEST_INVITE_EVENT](https://www.evite.com/event/01DFIIAE4SKDAAB5QEPQ6HFS2DAUY?gid=03F1IIAE4SKDAADFSEPPQ6HGACCKHCI&emhm5=e60df539a92d9ad6f6b5ada0b0488009&emhs1=739a60f6ec0c7d68afece75648763b2452c1f4e2&emhs2=bcd5aae4e768532e502c79fa25dd6bd0275ef0d0c70aff34df61e9b325dbcf93&utm_campaign=view_and RSVP_bt&utm_content=&utm_medium=email&utm_source=GUEST_INVITE_EVENT)

I hope to see you there!

Keith Jordan

BOARD

OF OFFICERS

Director: Keith Jordan
ckjordan@kc.rr.com

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mdwilds@gmail.com

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Cover Photo:

Spring Dreaming

WEDGE WORDS

By Steve Olson

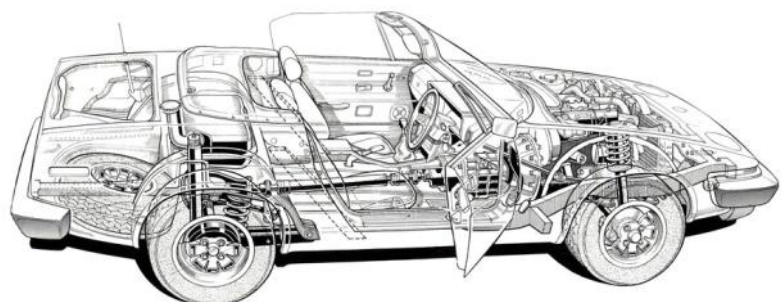
Lately I have been looking at a lot of TR7 posts on social media. The TR7 and TR8 share the same body and many other parts aside from the engine. Many owners are asking questions about how to repair various parts of their cars. After more than four decades even well designed and built parts tend to show signs of aging. (Us drivers do as well.) Many TR7 owners are in the process of swapping out the 4 cylinder engine for V8 power. The cars were designed from the start to accommodate a V8. The Triumph 2.0 liter 4 banger is literally half of the V8 used in the Triumph Stag. That V8 with its overhead cams looked like a sure winner on paper but like many things at Triumph, there was not enough time or money invested in testing and developing the engine before it was mass produced and sold to the public. The results were what you would expect, big warranty claims and unhappy customers.

Carving off half of that V8 would eliminate half the problems or so you would think. However, some common things like the water pump still fail. Saab liked the design and had Triumph build the 4 cylinder engines for them and then later bought the rights and built them in-house. Saab used the design for decades without any major complaints. So the basic engine design must have been good but Triumph's execution of mass producing it on a shoestring budget was less successful. Today there are ready solutions to alleviate if not eliminate the flaws that killed off both the 4 and 8 cylinder versions.

To create an upgraded Wedge Triumph decided to just buy existing Rover V8s that had originally been Buick 215 cubic inch aluminum designs. Rover had been making these in different states of tune for a decade before Triumph started using them. Plenty of time for Rover to work out the bugs. Enthusiasts today are dropping Rover V8s of various sizes and with various induction systems into their TR7s and have many questions about which combinations of components mix and match best. Dropping in an engine with perhaps double the power creates the need to upgrade brakes and many other things. The online discussions are interesting.

One type of question missing that other TR owners frequently deal with is how to fix rusting frames. The Wedge cars were uni-body and seldom have serious structural rust issues. Suspension components still wear out but replacements for those are available and don't need to be welded on. That alone makes restoring or maintaining a Wedge less challenging.

Steve Olson



Kansas City Triumphs Sports Car Club Christmas Party

On Dec 5th 2026 the Kansas City Triumph Sports Car Club gathered at the Grand Street Café for it's annual Christmas Party.

Great food, good time was had by all. Looking forward to next year.





In Memoriam

Special Mention of the passing of Richard “Rick” Torres. Rick was an active member of KCTSCC and assistant director of the club in 1978. Rick had a repair shop in Lenexa and was involved in the club through the 1990s. Rick passed away on December the 14, 2025



Oslo incident, Moroccan Fix

April 1976. I was going to the University of Maryland, extension in Munich, Germany. My roommate and I decided to visit his parents who were stationed in Oslo, Norway, for Easter break. While driving around Oslo, I was rearended by a Volo. Other than being stopped for reckless driving the following day (I had a good reason, no ticket issued) and pulled over in northern Germany for driving on a closed Autobahn because of snow storm, we made it back to Munich with no problems. While settling the insurance claim, the Volo's insurance company stated they would give me only \$450.00. A take it or leave it offer. I didn't feel like driving back to Norway to argue the point, so I took the offer.

Fast forward 2 months and after pounding out trunk best I could, I drove to Morocco where my dad and family were stationed. After a quick stop in Zaragoza, Spain to pick up my sister from high school, we made it to our new Home.

While in Morocco and talking to some of Dad's officer friends, I found out that Moroccan's do great bodywork. So, for \$450.00, I had the Triumph repaired and boy were they right! They pounded out the trunk to almost perfection. Almost ? There is a slight bodyline misalignment on top left of trunk lid. Unless you are looking for it, you don't notice it. Oh, and the different color paint job? I was told Moroccan automotive paint quality is poor, so I contacted a friend in the US and had him ship me some TEAL blue, which I thought was the correct color. When I had my Triumph restored 19 years ago, it went back to the true Valencia blue.

One might ask, "Why didn't you get the trunk alignment fixed during restoration? The body shop owner asked the same thing. He told me he couldn't do any better on lid, but he could get a good used one. I said "No way, it's a reminder of my Oslo incident.



Oslo written on Hood 1976



Not sure why my roommate is smiling. Guess he was happy we could still make it back to school.



I picked up sister in Zargosa and acquired a roof/trunk rack so I could pack sister's stuff. Mom and Dad flew up for her High School graduation. We drove back down Spain, took ferry across straits of Gibraltar, to Algiers, then a short four hour run to home for next 2 years.



\$450 Later. They even straightened the bumper

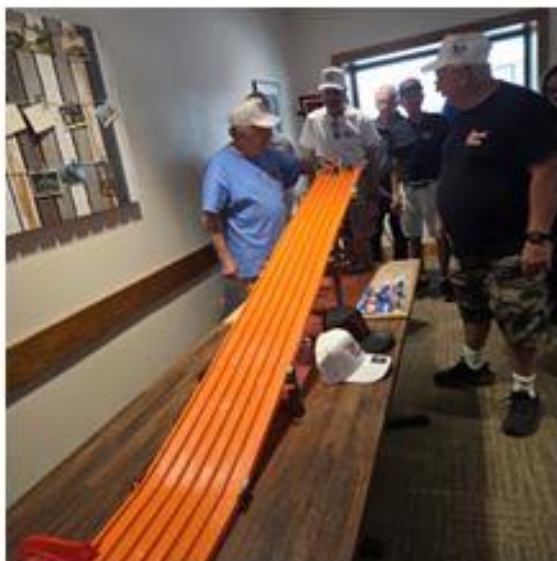


Hot Wheels Racing



Really, Hot Wheels racing. Whatever, I'm 77 years old, that's for kids, I'm not going to do that! What do I like, friends, fun and laughing? Well yea, I guess. Alright I'll try it, what the Heck.

This is what went through my mind when I went to my first meeting of the Leawood Pistons Custom and Classic Car Club, and they announced that at the next meeting The Great Hot Wheels Competitions was scheduled.



I didn't really think anything about it, until I was walking through Wal-Mart and happened by a display of Hot Wheels. Now I had to consider what was at hand here because for goodness' sakes if I was going to participate in this childish endeavor, I of course had to win! Carefully I selected the vehicle that had to win, and there it was, a slight aura surrounding it, a blue Baja Bison T5, EV buggy.

Fast forward It was a winner, due to dumb luck I'm sure. There is a Trophy that travels with the winner until the next race.

So come and join us and visit you inter child. Bring your morning *racing drink* or have a cup of coffee donut and a few "laffs" with the club. We won't tell anyone that you had a good time playing with Hot Wheels. Bring your own car or Dennis our host from Leawood Pistons will have some extras for available for his cost.

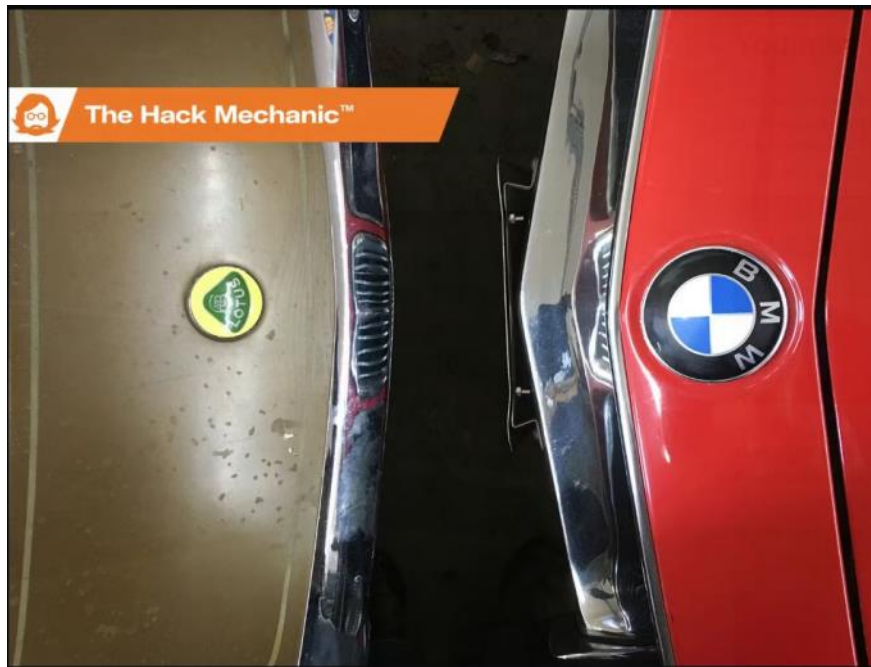
Feb 21, 2026 10AM Please RSVP to the Evite.

John Brown's house 18644 W 165th Terrance Olathe Ks.

The Perspective of the Not-a-Collector

By Rob Siegel

From the Online Hagerty Magazine



Having sold [the '73 BMW Bavaria this past August](#) and [the '79 Euro BMW 635CSi last month](#), the car count is now down from 14 to 12, which feels like turning the burner down from raging-boiling-over-meat-sauce-flying-all-over-the-place to almost regular cooking (hey, you live with an extreme situation long enough, and slightly less extreme gets mistaken for normality). While I'm basking in the momentary lull, I thought I'd take a moment and ruminate.



In a column I wrote in *BMW CCA Roundel* magazine 35 years ago, I explained the three cars that every car person needs three cars. They are the daily driver, the spouse's family hauler, the pampered classic, the roadster for sunny Sundays, the track go-kart, the tow vehicle / four-wheel-drive snow vehicle/beach assault vehicle, and whatever the current project car happens to be. If you noticed that I said "three" and then adroitly counted to seven, you get the joke. The list became known as "Siegel's Seven-Car Rule" ("SSCR" so I don't have to keep typing it), and its rational defense of irrational behavior was widely shared via analog methods in pre-Internet days by car people (mostly men) as a way of showing their spouses that their automotive excesses wasn't as aberrant as Mrs. Car Guy might have thought. ("Hey, honey, read this. *Rob* has seven cars, and *his* wife still loves him!")

For the most part, the seven cars represented seven slots that made logical sense, at least until I realized that I could use the last one—the project car—as a free-spin card and just keep playing it over and over, packing more and more physical cars into that single metaphorical slot. When I added the RV, that's when I knew I was completely out of control. (In truth, the RV was two of its own outside-the-box slots—"activity for my darling wife and I to do together," and "vehicle with a bathroom," and for both of those, it was awesome.)



But let's look at this a different way. I say over and over that, although I own 14-no-it's-down-to-12 cars, "I'm not a collector." Image-wise, I justify this seemingly ridiculous statement by talking about my middle-class nice-Jewish-boy-from-Long-Island upbringing by a secretary single mother, and my living with the only wife I've ever had in the only house we've ever owned. I don't come from money. I'm uncomfortable around the conspicuous displays of wealth I associate with collectors and collecting. The '73 BMW 3.0CSi I've owned for 40 years is drop-dead gorgeous, but you'll find me next to it in dirty jeans and a t-shirt (or wearing a Tyvek suit), not Armani silk.

Acquisition-wise, collectors buy the most highly desirable examples of cars in the best possible condition and say things like “You can never pay too much; you can only buy too early,” whereas I’m an inveterate bottom-feeder who searches for cars being sold at less than market value because they need work, often massive amounts of it. Practicality-wise, I don’t own a warehouse or have a Garage Majal. I store three in my garage at home, and rent inexpensive space for five more in a leaky warehouse an hour and a half away. And above that, I don’t simply accumulate pretty shiny automotive lust objects unless they have a function and serve a purpose. I’m adamant that each car that I own should be *for* something, and for the most part, those “somethings” are the slots in my seven-car rule.

Take the roadster. My ratty ’99 BMW Z3 occupies that slot perfectly. I take it out, drop the top, get the sun on my face, and the car does the rolling-Xanax-blood-pressure-lowering thing that roadsters are so good at. That’s why I own it. That’s what it’s for. I don’t need two cars that do that. If I ever buy a Jaguar E-Type drophead, the Z3 would be off like a sweatshirt in Yuma in August.



But there’s one slot that’s conspicuously absent from SSCR, or at least doesn’t uniquely align with the seven cars, and that’s “fun car to road-trip to car events.” You could argue that that’s equal parts the pampered classic and the current project car, and maybe it is. But the exercise exposes the fact that the SSCR is flawed, or at least inconsistent, in that the seven slots don’t really all represent functional roles.

Take “pampered classic.” It certainly exists as a classification for a car (and if not driving my 3.0CSi in the rain isn’t pampering, I don’t know what is), but I initially laughed at the idea that there was a function associated with it as a slot. I’m not a concours-and-Q-tip guy. I’ve polished and buffed cars maybe three times in my life. My wife is never, *ever* going to be jealous of a car because I spend too much time in the garage “pampering” it.

And yet, the more I think about “pampering,” the more I realize that it *is* a functional slot, and it’s deeper than I thought. From a left-brain standpoint, having a car you can pamper gives you a lot to do. You can clean, wash, and wax it (I rarely do, but *you* can). If it’s in excellent condition, you can run on the never-ending hamster wheel of trying to keep it as close to perfect as possible. That’s not my jam (one of my Hack Mechanic tips for sane automotive living is “don’t chase perfection”), but really, who listens to me? And from a right-brain standpoint, the car you pamper is the one you love the most, the one that fires your pleasure neurons whenever you look at it. After 40 years, my 3.0CSi still has that effect on me. And that *does* make me want to clean it when it’s got bird turds on it.



But if you try to create a slot for “car you road-trip to events,” it’s squishy. First off, it depends on what you mean by “events.” If you’re talking about local cars and coffees, I’ve long thought that something like a heavily-patina’d barn-find straight-out-of-the-depression Ford Model A milk truck with original graphics on it would be perfect, as it would just need to lumber there at 20 miles an hour, look old and cool, and lumber back. That would be its function. Unless you were taking the grandchildren for an ice cream, you’d probably never pleasure-drive it. Things like acceleration and handling would be irrelevant. You’d never fret over thunks and clunks and squeaky bushings like you do in a car you’re trying to make tight. You’d certainly never “pamper” it. Hell, you’d never even wash it, as that would wipe away a layer of patina. At the other end (though oddly similar in terms of short distances actually driven) is a concours-winning hangar queen that you only drive the hundred feet from its sumptuous collector digs to the trailer and onto the manicured lawn.

But between these two extremes is the sweet spot—a car you genuinely love and enjoy driving hundreds to thousands of miles to events, likely not to win anything but just to hang around with cars like it and people like you. When I do this, I want the car to be in the Goldilocks zone of being well-enough sorted to be basically reliable, but not so perfect that it doesn’t experience some hiccup that I get an article out of. I want it vintage enough for me to feel connected to it and the road (the automotive version of Ram Dass’ “Be here, now”), not so new that it’s boring and isolating, yet not so old that it’s a chore to pound out the miles in it. (By the way, vintage BMWs are great for this.)



Obviously, I use the hell out of the “Whatever the current project car happens to be” slot, as it’s the project cars that let me do the whole [Zen-in-the-garage thing](#)—laying hands on tools, fixing problems, and controlling your world. If you have more than one of them and you don’t ruin your family’s finances, so what?



But here's the thing. Over the years, that slot grew to include the Bavaria, the Euro 635CSi, Louie the 1972 BMW 2002tii (the *Ran When Parked* car), Bertha my uber-ratty former track 2002 I sold to a friend and bought back 30 years later, Lolita the patina'd Lotus Europa Twin Cam Special I spent six years getting running, Hampton the 52,000-mile survivor '73 2002, the salvage-titled BMW E30 (if you were counting, that's three 2002s), and the lovely '69 Lotus Elan +2 I've written about so much recently. That list is roughly split between the kind of heavily-patina'd cars I say I like, and cars that are actually pretty. I could say that the two Lotuses are for driving at 42 mph in 35 zones on twisty roads in nearby leafy suburbs and having so much fun that I feel like I should be arrested. The three 2002s are very different from one another, and that all three have had road trips to The Vintage, but this doesn't even include the '99 BMW M Coupe (the "clown shoe") that I've now owned for 18 years and rarely drive because its suspension and seats are stiff enough that after 45 minutes I get back pain, and I only still own it because I'm afraid that if I sell it, its value will shoot up as it did when I sold my Porsche 911SC and my last BMW E30.

HOW IS THAT NOT COLLECTING?

Sigh.



Paint versus patina. I love them both. *Rob Siegel*

So. Collector? No. A collection? Even having sold the Bavaria and the Euro 635CSi, I still have a nice... what? "Stable" sounds too moneyed and jocular. (I've told my wife that if I ever buy a Jaguar and start calling it "the Jag," she can shoot me.)

We need a new industry-standard term for us folks who prefer grease to Gucci, Amsoil to Armani.

Let's just call it "a nice bunch of cool cars."



If some said “YOU MUST CHOOSE JUST THREE RIGHT NOW” I could do worse than picking these.

Rob Siegel

Rob’s eight books are available [here](#) on Amazon, or you can order personally inscribed copies from Rob’s website, www.robsiegel.com.

Buying and Selling

How Do You Sell a Collector Car?

Hagerty Plus

01 June 2005

Share

So you've decided to sell your collector car. Hopefully it's because you need room in the garage for a new one, but for whatever reason, you'll need to make sure you get what your car is worth and that the process is hassle-free for all involved.

About 25 percent of the almost 10,000 enthusiasts who participated in the 2004 Hagerty Network Hobby Survey have sold a car in the last five years. Here's how they chose to do it:

1. Local Contact or Friend – 32 percent
 2. Online – 31 percent
 3. Print Classified – 19.7 percent
 4. Specialty Car Dealer – 5.9 percent
 5. Swap Meet – 5.7 percent
 6. Club Publication – 3.2 percent
 7. Live Auction – 2.7 percent
- Used-Car Dealer – .8 percent

No matter where you decide to sell your car, there are a few simple things you can do to make your car more appealing to potential buyers.

1. **Know what your car is worth.** Either hire a professional appraiser or research what similar cars are selling for. Determine your bottom line and resolve to stick to it.
2. **Don't hide anything.** Know your vehicle's history, and disclose it in all advertising and conversations with potential buyers. This includes all the good things like awards won or restoration specifics, and not so good things like accidents or mechanical problems. It's wise to have all of your paperwork, including your title, maintenance records, before and after restoration photos, owner's manual, etc. in a folder. Let any interested party leaf through it. This will help prove your honesty. Plus, in the buyer's mind, if you've taken good care of the car's paperwork, you've probably taken good care of the car too.
3. **Clean the heck out of it.** A clean car will obviously look better than a dirty one. Scrub the inside, outside and trunk, and degrease the engine. A clean car indicates a car that's been taken care of. Consider hiring a professional detailing service. It may cost a hundred dollars or more, but that might be a small price to pay if your car's sparkling appearance fetches a higher sales price.
4. **Think like an advertising executive.** Craft your ad so that it'll appeal to the lifestyle of the buyers you want to attract. Be honest and use power phrases like "super clean, fully restored, completely babied, loved more than my spouse," etc. Realize that a picture is worth a thousand words. Run a photo or two with your ad if possible. Clean your car and park it in front of an appealing backdrop. **Take photos of the car** from all sides and include interior and engine shots.
5. **Be accessible to potential buyers.** Return all e-mail inquiries and messages. Take the time to answer questions and offer all you know about the car. Also put the hours you're available to take calls in the ad.
6. **If you plan on parking your car with a "For Sale" sign on it, make sure the area is safe and never leave it out overnight.**
7. **If you're enlisting the help of a professional to aid in selling your car, make sure to get the terms in writing, including how and where they plan to advertise and market your car, and what percentage of the sales price will be retained for their services.**
8. **Beware of scams.** Never give anyone a copy of the title or registration without blocking out your address and the title number. This will deter someone from using the information to secure a duplicate title. Also beware of check fraud rings. Some target those selling vehicles online, offering to pay full asking price without asking many questions about the vehicle. If something seems too good to be true, it probably is.

From the Online Hagerty Magazine

Kansas City Triumph Club

Events Calendar

February 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
2/5/2026 *	Club Night Out	Monthly Meeting - 5:30 PM 1st Thursday of every month - Pegah's 87 th Street	eMail	Keith Jordan
2/10/2025 *	Car Drive Local	International Drive Your Triumph Day - Start at Fuel House, end at Roscoe's BBQ for photo and lunch	Evite	Keith Jordan
2/17/2026	Crumb Breakfast	9:00 AM 3rd Tuesday Pegah's - Western Shawnee	Evite	Larry Taylor
2/17/2025 *	Officers Meeting	5:30 PM 3rd Tuesday of every month - Pegah's	Evite	Keith Jordan
2/21/2025 *	Virtual Racing	World of Racing KC 4760 W 135th St, Leawood, KS 66224, USA	eMail	Ron Ray
2/28/2026	Tech Session	Pertronix Your Classic Ride 2711 Warwick Trfy, Kansas City, MO 64108	Evite	Ed Curry

March 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
3/5/2026 *	Club Night Out	Monthly Meeting - 5:30 PM 1st Thursday of every month - Pegah's 87 th Street	eMail	Keith Jordan
3/14/2026*	Parade	St. Patrick Day Parade – Brookside – 2pm	Evite	Michael Wilds
3/15/2026	Parade	St. Patrick Day Parade – Martin City - 2pm	Evite	Susan MG Club
3/17/2026 *	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Roxanne's - Platte City	Evite	Larry Taylor
3/17/2026 *	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
3/21/2025 *	Virtual Racing	World of Racing	eMail	Ron Ray

Kansas City Triumphs Sports Car Club, Inc.

Membership Report as of 1/20/2026

Active Paying Members - 2025 Dues Paid	80		
Board Members	8		
Lifetime Members	3		
Active Membership	90		
Car Census			
TR2 1			
TR3 4			
TR3A 15			
TR3B 1			
TR4 9			
TR4A 5			
TR5 1			
TR250 1			
TR6 32			
TR7 2			
TR8 2			
GT6 11			
Spitfire 19			
Herald 2			
2000 1			
Sport 6 2			
Stag 2		Total Cars	110
New Members Since December 1, 2025			
David Kassen 1975 TR6			
Board members 8			
Life Members 3			
Renewals/new members 43			
Outstanding 36			

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.

Annual Meeting of December 5, 2025

The purpose of the annual meeting is to elect officers and handle other business that may be brought before the meeting by any member. The meeting was scheduled to follow the Annual Holiday Dinner on December 4, 2024.

Board Meeting of November 18, 2025:

The Vintage Triumph Register (VTR) national leadership requested the Club host an upcoming South Central Regional Convention. They suggested the Regionals scheduled for April 2028 as the optimal event. Director Keith Jordan will appoint a committee to explore suitable locations and venues for the event. The Board also approved a proposal to contribute \$150 to the Tonganoxie HS classic auto repair program, a charity supported by Your Classic Car owner, in appreciation of hosting several Club events at YCR throughout the year.

There was no Board meeting in December.

The purpose of the annual meeting is to elect officers and handle other business that may be brought before the meeting by any member. The meeting was scheduled to follow the Annual Holiday Dinner

As there were no vacant officer positions, there was no election. The composition of the Board of Officers remains as follows:

Director – Keith Jordan
Assistant Director/Membership – Michael Wilds
Secretary – Patrick Barrett
Treasurer – Dan Sullivan
Activities Co-Coordinator – Kim Simon
Activities Co-Coordinator – Craig Simon
Newsletter Editor – John Brown
Webmaster and Publicist – Kenny Wymore
Historian – Kenny Wymore
Past Director – Steve Peak

After dinner, Director Keith Jordan welcomed the 42 attendees and asked for any proposals or other business. No proposal or business was raised.

Keith encouraged everyone to attend the Annual Planning Meeting scheduled on January 8, 2026 and to come with ideas for club activities throughout the coming year.

The meeting was adjourned.



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 then prefect. 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:

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

OR apply and pay on-line at our website:
<http://www.kansascitytriumphs.com>

MEMBER APPLICATION

New: Renewal:

Name: _____

Spouse/Other: _____

Address: _____

City, State, ZIP: _____

Home Phone: _____

Cell Phone: _____

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_____	_____	_____	_____	_____
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1967 TR4A

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

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Rodger Suchman

rlsuchman@gmail.com

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