



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 48 Number 2 April/May 2026



April is here and once again we can easily raise and lower our convertible tops, thanks to the warmth of the sun. This year appears to be a busy one with all the usual activities the club always plans for us. Aristocrat Motors Car Show, annual picnic at Mission, the Ople Chicken Run, Heartland All British Show, and many club drives that allow us to enjoy our Vintage Triumphs, not to mention the Garage Tours hosted by our members.

I had a great time with a couple of our club members this past weekend. They both got their cars back from their restoration shops. Dan Sullivan has his GT6 back in his garage and is ready to start assembling it. Dan has favored us with an update on his car in this issue. Bill Moore also got his back in his garage. A sneak peek is below. Hope everyone had a great winter and stayed warm and cozy. Now put your top down and enjoy the Spring weather ahead.



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DIRECTOR'S DRIPPINGS

By Keith Jordan

Ahh! Spring!

In the Spring a young man's fancy lightly turns to thoughts of love, er, Triumphs. (with apologies to Lord Alfred Tennyson)

It's now time to get that TR out of hibernation, yank off the covers, pump up the tires, replace the fluids and make sure the battery can still do its job. It's also the time to rev up the car, put the top down and take 'er for a spin on a two-lane twisty! Yes, one has to make sure it's rained enough to wash the salt residue off the roads, but a good washing of the underbody and wheel wells will get off what salt residue that accumulates in short order!

It's been said that most folks' favorite time of year is the seemingly brief fall season. I really enjoy it, too, but spring is a great season as well. Watching the rebirth of the earth with tree blossoms and flowers, birds coming back from their winter sojourn and the smell of freshly turned dirt always brings a smile to my face (and baseball!). Spring seems to last longer too, but no more than the other seasons, temperatures can wax and wane; one day it's too hot, the next brings snow showers. Fickle spring!

Our TR club has a great line-up for this spring, summer and fall, places to go, wrenches to turn and food to eat. Our own Jeff Givens and his band of merry men have already started work on the Vintage Triumph Register's national meet in 2028, hosted by our club and co-celebrating our 50th(!) anniversary. Sit back, relax and read what editor Brown has put together in this issue, then get in your TR, crank it up and go for a drive! After all, it's spring!

Keith Jordan

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Triumph Clubs

Engine Hoist

WELCOME NEW MEMBERS!

David Kassen 1975 TR6

WEDGE WORDS

By Steve Olson

WEDGE WORDS

When Triumph introduced the wedge cars, the magazine writers were shocked. They should not have been if they had been paying any attention to how Leyland had chosen the Triumph proposal over the one from MG to be the joint sports car that would be badge engineered for both makes going forward. The MG design was a mid-engine affair with many modern features. Triumph had proposed a much more conventional front engine, rear wheel, two-seater that used many available parts. Focus groups in America had preferred simple, inexpensive, easy to maintain, tried and true over anything hinting at cutting edge. Certainly, American dealers that had to perform warranty work wanted only time-tested components. MG claimed politics in the boardroom made the choice without even considering their design. However the choice was made, the simpler design was the winner.

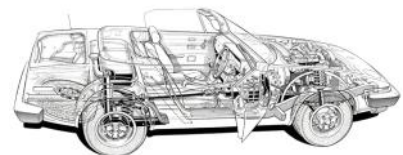
Replacing the TR6 with a 4-cylinder having less horsepower seemed like a step backward. And then the auto testers saw that the new car didn't even have independent rear suspension. Triumph had been trying to perfect IRS for over a decade and telling everyone it was far superior and worth a bit of extra cost. In reality the improvement in handling was relatively small. And the cost to produce and maintain it was not trivial. Those of you who have been doing maintenance on a Triumph with IRS know it can take a lot of time, effort, and money to keep them going. So a solid rear axle was chosen for the new wedge.

But once those auto testers got the car on the track, they discovered the handling was way better than they wanted to admit. And on the street the soft ride was much appreciated. All the things they wanted to hate were actually pretty good. Of course they didn't rush to admit they had been wrong. They admitted the new suspension was not really so terrible and then they emphasized the other complaints like the engine was not the twin cam Sprint version that some other Triumph models offered.

But is the solid rear axle really simple and bullet proof? To locate the axle and make the geometry consistent, it has a lot of arms and legs and all of them have to be able to pivot. Rubber bushings on the ends of all those arms and legs do a fine job but of course those deteriorate after a decade or two of use and abuse. Replacement is not complicated or particularly expensive. "upgraded" poly bushes have become pricey. They hold the geometry more precisely but don't keep noise and vibration out of the passenger compartment. Poly bushes are great for the track or spirited street driving and they last nearly forever. But they are less ideal for normal street driving.

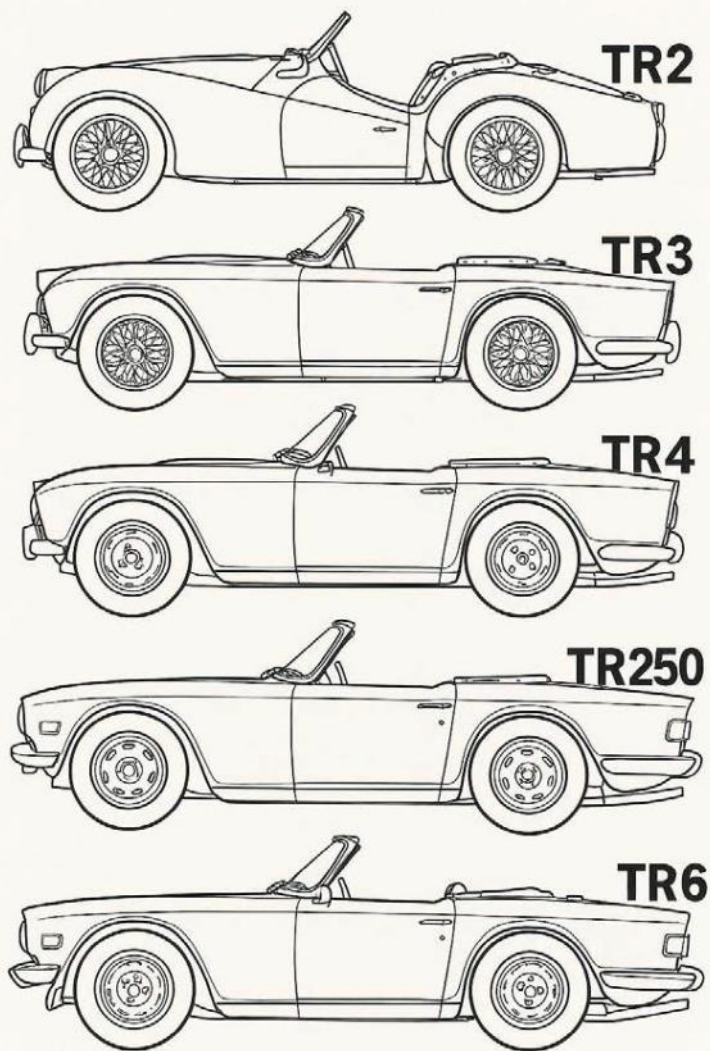
In a perfect theoretical world, Independent Rear Suspension is superior. In the real world where cost and reliability are factors, the IRS on the cheap used by Triumph leaves a lot to be desired in my opinion. And the solid axle in the wedge works darn well while requiring little maintenance. Not all design choices for the wedge were brilliant, but the solid rear axle was a wise one.

Steve Olson



Comparative Analysis of Performance and Design Tradeoffs in Triumph TR-Series Sports Cars (TR2–TR6) – Jim Howland

Abstract This paper examines the performance evolution of the Triumph TR-series from the early TR2 through the final TR6 models. Using MATLAB-based modeling, the analysis compares horsepower and torque curves across the six models. The results highlight how engineering decisions, emissions regulations, and market forces influenced the balance between power, torque, and drivability. The study demonstrates how the later six-cylinder engines (TR250 and U.S.-spec TR6) produced greater torque but lower peak horsepower than their four-cylinder predecessors. This paradox illustrates Triumph's engineering com



1. **Introduction** The Triumph TR-series, produced from 1953 to 1976, represents an iconic lineage of British sports cars. The series evolved from lightweight, raw, and mechanically direct designs (TR2–TR4A) to smoother and more refined six-cylinder models (TR250 and TR6). However, despite increased displacement, later models suffered reductions in peak power due to emissions regulations and market expectations for refinement. To analyze these differences, a MATLAB model was developed to simulate horsepower and torque output as a function of engine speed (RPM). The model provides a quantitative view of performance tradeoffs across models and identifies why six-cylinder cars produced more torque but less peak horsepower. 2. **Modeling Approach** The MATLAB model simulates torque and horsepower curves using Gaussian-style functions scaled to realistic engine data.

Torque was modeled around empirically derived peak values for each car.

Horsepower was computed from the fundamental relation **HP = T x RPM /5252**

The resulting curves were plotted in dual graphs to compare torque and horsepower trends across the TR2–TR6 range.

Input Specifications

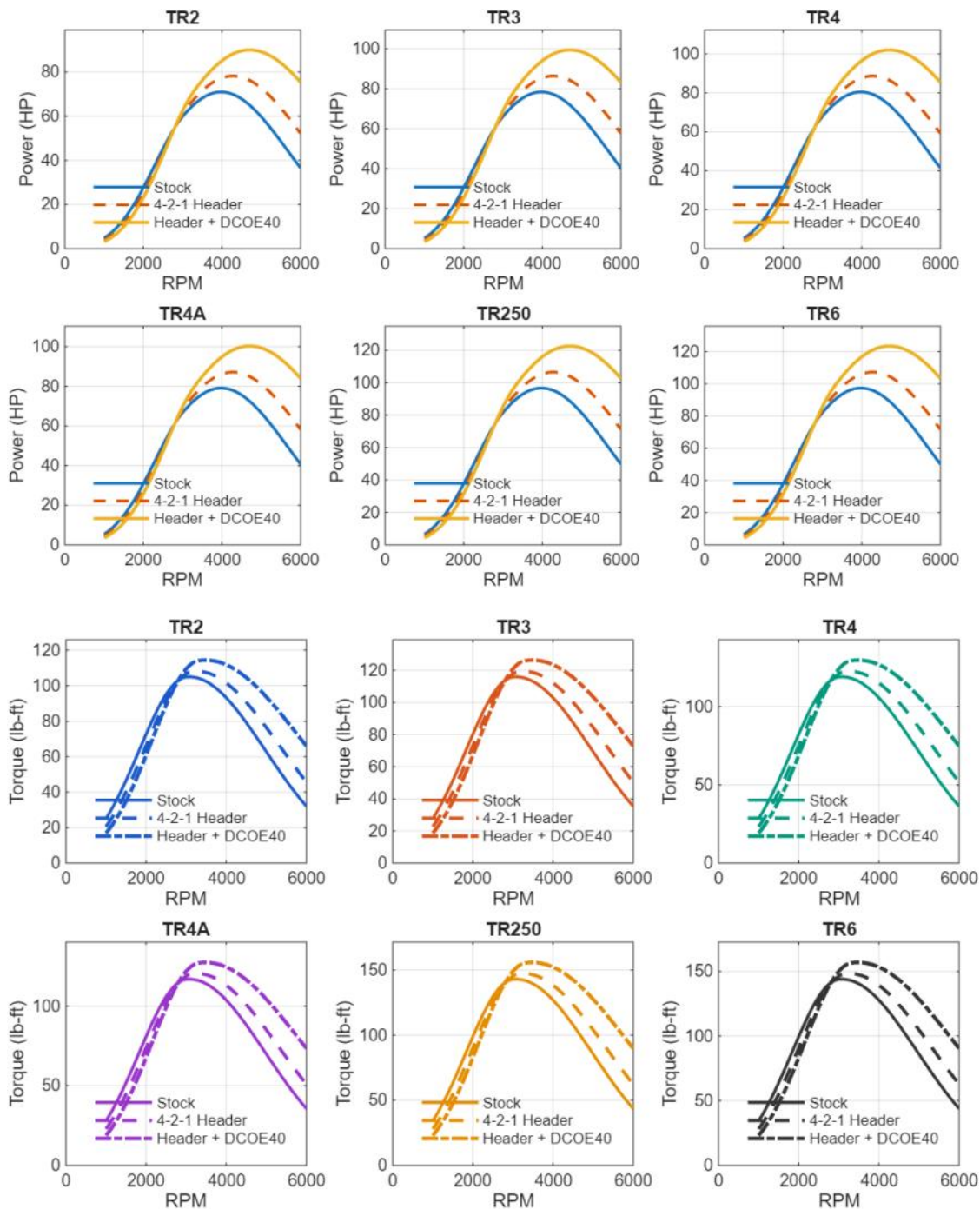
Model	Engine	Peak Torque (lb-ft)	Torque Peak (RPM)	Peak HP (approx)
TR2	1991 cc I4	105	3000	~90
TR3	1991 cc I4	116	3000	~100
TR4	2138 cc I4	119	3000	~105
TR4A	2138 cc I4	117	3000	~104
TR250	2498 cc I6	143	3000	~104
TR6 (U.S.)				

(US)

This analysis is provided with permission from Jim Howland of Capital Vintage Triumph

MATLAB Graph Output

Figure 1. Modeled Torque and Horsepower Curves for Triumph TR2–TR6.



This set of plots clearly shows how the TR250 and TR6 produce higher torque but achieve lower horsepower at the upper RPM range compared to the four-cylinder TR4 and TR4A. The torque curves of the six-cylinder models are broader and flatter, representing smoother midrange delivery.

3.Results and Observations

The simulation results reveal several key insights: - **Four-cylinder engines (TR2–TR4A)** exhibit sharper, higher-revving power curves with more mechanical efficiency at higher RPMs. - **Six-cylinder engines (TR250, TR6)** deliver more torque but experience early airflow limitation, causing horsepower to peak lower and drop off sooner. - Despite their greater displacement, the six-cylinder engines were heavily detuned for emissions compliance.

4.Discussion: Engineering and Market Tradeoffs

4.1 Four-Cylinder Efficiency

The TR2–TR4A engines were compact, high-compression, and simple in design. With minimal emissions equipment and SU carburetors, these engines breathed efficiently and produced lively, high-revving power. Their lighter mass also aided acceleration and cornering balance.

4.2 Six-Cylinder Refinement

The TR250 and TR6 introduced a 2.5-liter inline-six designed for smoothness and torque. However, U.S. emissions rules forced Triumph to use lean-tuned Stromberg CD175 carburetors, retarded ignition timing, and reduced compression ratios (~8.5:1). These restrictions caused significant high-RPM power loss.

4.3 Emissions and Market Constraints

Triumph engineers faced growing U.S. emissions regulations in the late 1960s. The company prioritized drivability and compliance over peak output. Consumers sought smoother touring performance, leading to conservative tuning.

4.4 UK vs. U.S. Specification

In the U.K., the same 2.5L engine fitted with Lucas mechanical fuel injection (TR5/TR6 PI) produced up to 150 HP at 5500 RPM—a striking contrast to the 104–106 HP U.S. versions. This illustrates the direct impact of carburetion, ignition timing, and compression ratio on performance.

4.5 MATLAB Model Interpretation

The MATLAB torque-anchored model aligns closely with historical data: - TR2–TR4A: Strong torque-to-HP relationship with efficient rev range. - TR250/TR6: Broader torque curve but reduced HP slope above 4500 RPM.

These patterns validate the engineering reality—the six-cylinder cars were tuned for smooth mid-range cruising, not peak power.

5.Conclusions

The Triumph TR-series demonstrates the balance between **engineering design intent, regulatory impact, and market adaptation**. While the TR2–TR4A prioritized mechanical performance, the TR250 and TR6 embodied refinement and emissions compliance. The MATLAB model effectively visualizes these differences, showing how torque-rich but airflow-limited engines produced lower

5. Conclusions

The Triumph TR-series demonstrates the balance between **engineering design intent, regulatory impact, and market adaptation**. While the TR2–TR4A prioritized mechanical performance, the TR250 and TR6 embodied refinement and emissions compliance. The MATLAB model effectively visualizes these differences, showing how torque-rich but airflow-limited engines produced lower HP despite larger displacement.

Key takeaway: The TR250 and TR6 did not underperform due to poor engineering—they were optimized for a different era of regulations and driver expectations.

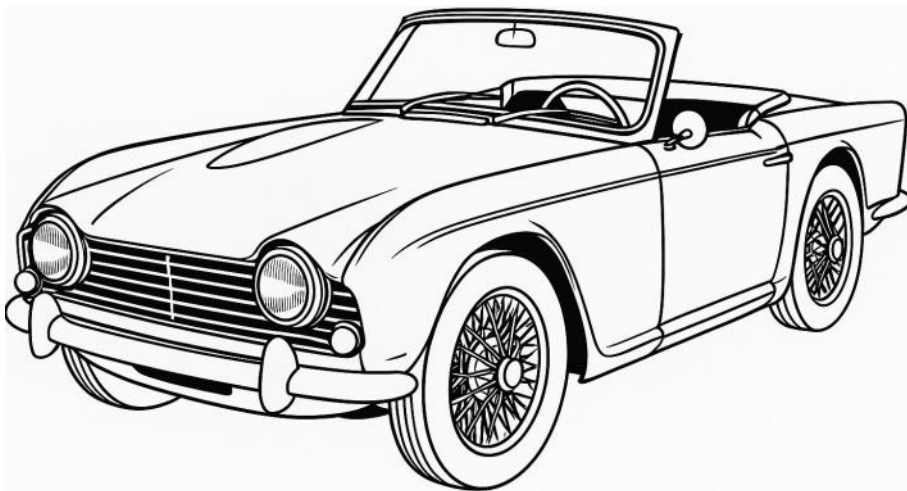
6. Future Work

Further study can extend the MATLAB analysis to: - Add U.K. TR5/TR6 PI performance overlays (~150 HP). - Simulate performance upgrades (headers, cams, triple carburetors). - Integrate aerodynamic and rolling resistance models to estimate real-world speed and acceleration.

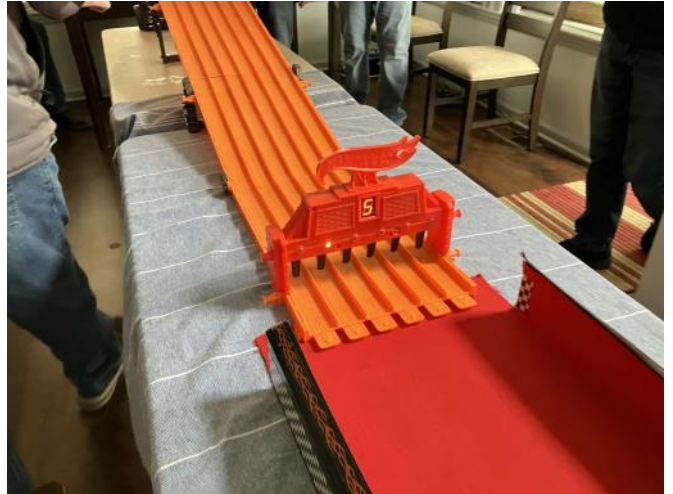
References

1. Triumph Factory Workshop Manuals, 1955–1975.
2. Kas Kastner, *The Triumph Preparation Handbook*, Triumph Competition Department, 1970.
3. Road & Track Magazine Archives, 1962–1976.

Thanks to Jim Howland from the Capital Triumph Register for permission to use this article in our News Letter. Next Issue will include an article titled **TR4 Performance Upgrades and Modernization Guide**



Hot Wheels Racing



A perfect-sized crowd gathered at the home of John Brown for a exciting couple of hours of Hot Wheels Racing. Everyone had a good time, and we met at the Peanut for lunch. Dave Dobbins of the MG Club took 1 place in his Red TR6 second place, went to Monica Mills again from the MG club. Looks to me like the Triumph Club needs to sept up. We will plan another Race in the near future if there is interest. Please let me know if you who attended had a good time and if you think we should encourage others to attend.

2026 Brookside St. Patrick's Warm-Up Parade

2026 Brookside St. Patrick's Warm-Up Parade

A sunny afternoon with mild temperatures and a gentle breeze brought out a big crowd for the 44th annual Brookside St. Patrick's Warm-Up Parade. The Kansas City Triumphs Sports Car Club and the Kansas City MG Car Club had a great turnout as well with 16 cars participating in the parade. As the 90th entry on the grid, we waited nearly an hour after the parade began before we started rolling! Even though we were toward the end of the parade, we still drove past thousands of cheering spectators, young & old alike. Our classic cars certainly brought our lots of cheers, waves & smiles.

Our clubs were represented by six Triumphs: Patrick Barrett (TR4), Ed Curry (TR3), Scott & Lynda McBean (TR6), Stephen Randolph (Spitfire), Larry Taylor (TR3) and Michael & Diane Wilds (TR3). Ten MG's present were: Grayson Hendrick (MGB), Mathew Jahnke & Alexandra Follett (Midget), Tim Karman (MGB), Mike & Sharon McGee (MGA), Rick & Monica Mills (MGB), Carl Ostanek (Midget), Geoff Rollert (MGB), Jarrell Snowbarger (MGB), Robert Soule (Midget) and Jeff & Roxann Storms (MGC).







Drug Running in My Triumph Part 1

At least that's what the Austrian border guard thought. Now for the rest of the story. First off, I have never run drugs in my Triumph. It was spring break 1975 at the University of Maryland, Munich, Germany extension. My roommate Jim and I decided to drive and see my parents in Gaeta, Italy. An 11-hour run. Upon approaching the Austrian border, the boarder guard examined our passports, looked sternly at us, then directed us to drive into an underground bunker. After pulling in, two tough-looking guards came out from a raised office. One guard walked down some stairs to the concrete floor, while the other stayed on the raised platform holding a sub-machine gun across his chest.

The guard on the floor directed us to remove everything from the car. He sternly stated in English, "We know you are transporting drugs and it would be in your best interest to confess now". Jim and I didn't use drugs, so we were not worried.

I can only assume the border guards thought long-haired kids from America equals drugs. To demonstrate my lack of concern, I decided that if they were going to waste my time looking for drugs, it was a good time as any to give my Triumph a mechanical once over. I popped the hood and started checking engine fluids.

Since they wanted everything out of the car, Jim decided it was a good time to clean out the mess. So here we are checking and cleaning out the Triumph like it was a Saturday car wash. When Jim started dragging everything out of the trunk, I think the guards figured we were either the coolest drug runners or we had nothing to hide. The guard said in a tone that suggested we were wasting his time, "Leave". We did, with a very much tidier car.

Jim said later that when I voluntarily pop the hood on the Triumph and started checking fluids, one guard looked at the other kind of exasperated. That was the moment they knew we had nothing to hide. This and return trip from Italy by Italian border guard (part 2), were the only times I have been stopped.

I'm wearing the latest in German Driving Hats.



Edited from the British magazine The Standard April 2022

When did the New Model Year start? by John Macartney

"As far as export markets were concerned what you saw on Standard-Triumph's was what you'd get at home, except for left hand steering and different colored lamp lenses.

That all changed on December 31st, 1967 because a day later, the North American market-including Canada-would only be able to import a certain type of car. Simply, one that met the prevailing safety and emissions regulations. The days of the Herald, 2000 Salon and estate car were over."

What I found interesting as I read on....

"The 1968 Federal spec cars concentrated mainly on emissions because of serious smog issues in LA. Most if not all the other states did not have any meaningful legislation about emissions. To that extent, Standard could have sold the TR-5 in those states up until the of 1969 model year."

Just another "What could have been" story in our automotive history.

Thanks Craig Simons



My favorite photo from the Drive Your Triumph Day!

PerTronix Tech Session

By Larry Taylor

On February 28th, the Kansas City MG Car Club hosted a technical session about PerTronix Ignition Products at Your Classic Ride, attracting around 60 participants. Coffee and donuts were served. The event drew not only MG Club members but also participants from the Kansas City Triumph Club, Heart of America Jaguar Club, Topeka British Car Club, KC Alfa Romeo Owner's Club, and Mid America AACA.

Our presenter was Andy Lee, a tech support and sales representative for PerTronix Performance Brands with sales, service and manufacturing facilities in Lenexa, KS. The brand line includes PerTronix Ignition, Taylor Ignition Wires, JBA and Patriot Exhaust Products, Doug's Headers, and others. Andy was very knowledgeable and informative and spoke and answered questions for about two hours. Some key takeaways:

There are three different Pertronix Ignitor modules available:

Ignitor I – Black epoxy, a basic for replacement of mechanical points. Match with a 3 ohm, 40,000-volt coil for 4-and 6-cylinder 12-volt applications, and match with a 1.5Ω 40.000-volt coil for 8-cylinder applications.

Ignitor II – Red epoxy, features include advanced technology with adaptive dwell technology and built in protections to prevent component damage if the key is left on without the engine running. Match with a 0.6 ohm, 45,000-volt coil for 4-, 6-and 8-cylinder 12-volt applications use.

Ignitor III – Black with Ignitor III label, features include advanced technology with adaptive dwell technology; built in protections to prevent component damage if the key is left on without the engine running.; multi-spark technology and a digital rev-limiter. Match with a 0.32 ohm, 45,000-volt coil for 4-, 6-and 8-cylinder, 12-volt applications.

Check the website at <https://pertronixbrands.com/> or contact customer service at 913-808-2376 for availability for your specific application.

Complete replacement distributors using the different Ignitor modules are available for most applications.

PerTronix oil filled coils should be mounted only in an upright vertical position, for other mounting configurations epoxy filled coils should be used. Any resistor wires going to the coil should be bypassed to ensure full 12 volts reach the coil.

Spark plugs can be gaped at .003" to .005" over factory spec when using the Ignitors and Flame-Thrower coils.

Leaving the ignition on without the engine running can cause the Ignitor I module to fail. Ignitor II and Ignitor III have built-in protections to prevent component damage.

Solid core wires have a copper or stainless-steel conductor and generate excessive Electromagnetic Interference (EMI). This EMI can create confusion with electronics and ultimately damage them. With all PerTronix Ignitions a suppression style spark

Solid core wires have a copper or stainless-steel conductor and generate excessive Electromagnetic Interference (EMI). This EMI can create confusion with electronics and ultimately damage them. With all PerTronix Ignitions a suppression style spark plug wire (also called carbon core) should be used. However, Ignitor modules 10 or more years old are generally more resistant to EMI damage.

PerTronix carbon core spark plug wires are available in various configurations and custom fit applications. 7mm carbon core wire can be fitted to Lucas style side entry distributor caps by carefully trimming the insulation down to the carbon core and folding it over. Be careful not to nick the carbon core.

Andy stressed that their customer support and warranty are major selling point for their product. Products can be purchased directly from their website or through their customer service. There is no shipping costs for products shipped to Kansas City Metro area.

I want to express my gratitude to Andy, Cindy Smead, Tom Ricker, Ed Curry, Don Ipock, and everyone else who collaborated with me to make this tech session outstanding. Hopefully, we can organize similar sessions in the future using the same format, provided we find knowledgeable presenters. If you know anyone who might be interested, please let me know.



My GT6 Renovation (part 2)

By Dan Sullivan

It's been a while since I've updated my GT6+ renovation story. My original restoration story began in the Triumph October/November 2025 Newsletter. In that issue I talked a bit about how I came about buying my 1969 Triumph GT6+ and how it became in need of renovation after years of being a daily driver and even more years sitting in the garage.

In my mind, my justification for renovating it now and going to the poor house is that if I'd been up-keeping and dealing with rust over 40 years timeframe, I'd probably have spent as much money all along and still would be in the poor house today.

After stripping the car with the help of Pat Barrett, I'd taken my car to Jim's Last Detail for restoration who, with his wife, Breck, began in earnest and had the old GT6 body off the frame and both sand-blasted, primed and rust taken care of. Instead of cutting and manufacturing smaller sections of rust, Jim Miller replaced whole fenders, rocker panels and other parts that are exact fit and still manufactured and sold. It cost less from a labor perspective and a look inside some of the fender cavities revealed additional hidden surface rust. Since all rust has been addressed, the car's metal is as good as the day it was driven off the showroom floor. Maybe even better.



Over the winter the car was sanded, primed, aligned. The back hatch, doors and bonnet were aligned to fit appropriately. Then another sanding and painting started. WOW! I'd heard that auto paint was getting pretty expensive. If anyone tells you that, believe 'em.

My GT6 Renovation (part 2)



During the winter and along with the car's frame and body work, I had Stephen Randolph take the engine apart and replace all main bearings and check the crank for cracks and rework the upper and lower parts of the engine. Overall, the engine was in pretty good shape and reassembled. I had the differential replaced years ago and the gear ratio wasn't the same. My original ratio was 3.27:1 but the replacement differential was 4.11:1, which I was never happy with. I had a spare differential that was a 3.27:1 but the pinion had a tooth out. A new crown and pinion worked for us, so now I am happy that I have a touring car, again. Steve finished the differential first, so I took it to have Jim Miller install it in the car.



My GT6 Renovation (part 2)

Now it is late March and...Finally! I have the car back. Jim and Breck Miller delivered the car to my house instead of the storage shed, so I can have electricity and some cold/heat control.



A couple of days after getting the car back, Steve Randolph had the engine finished. He delivered and installed it with the help of his associate, Wilson, myself, Pat Barrett and John Brown.



Kansas City Automotive Museum

by Larry Taylor

Recently, Rick Mills, Michael Wilds, and I met with representatives from the Kansas City Automotive Museum. The museum is currently situated at 15095 West 116th in Olathe and has an underground vehicle storage facility, known as the Underground, at 300 West 31st in Kansas City. During our meeting, we were introduced to an ambitious expansion initiative, *Legacy in Motion*, which proposes the construction of a 40,000-square-foot, state-of-the-art museum adjacent to the Underground. Visit <https://kansascityautomuseum.com/legacy-in-motion/> for more information.

The meeting discussion focused primarily on their plans and fundraising strategies. While the museum certainly appreciates and encourages all contributions to the *Legacy in Motion* campaign, securing major donors will be essential to its success. We learned a key metric these potential benefactors inquire about is the museum's number of members. In considering whether we should support the museum, consider that it is much more than a display of cars. The museum supports the vintage and classic car community through a variety of avenues, including:

- Providing a public venue dedicated to preserving and celebrating car culture.

- Supporting car clubs and their members with initiatives like Cars & Coffee, the Speaker's Series, the Great Car Show, maintaining a comprehensive online calendar of community automotive events, and maintaining a storage facility for approximately 450 vehicles.

- Engaging younger generations with initiatives like Preschool Storytime, Youth Autocross, Halloween Trunk or Treat, structured school and youth group tours, Scout badge programs, pinewood derby-style competitions, youth mechanic and automotive workshops, student internships, and more.

- Ensuring the preservation of Kansas City's automotive history for future generations.

The *Legacy in Motion* campaign will enable the museum to broaden these offerings and expand its facilities. I believe that members of all car clubs can effectively support this effort by increasing the number of paid memberships that major donors consider. Museum memberships begin at \$75 per year and include the following benefits:

- Unlimited complimentary admission for you and one guest.

- Discounted event tickets to special events.

- Early members-only access to select exhibits and events.

- 10% discount in the gift shop.

- Access to partner museums.

- Subscription to the museum e-newsletter.

- Personalized member decal.

Supporting the museum through membership strengthens the automotive community now and for the future. I encourage all club members to join me in becoming a museum member. It's a natural extension of what we already believe in – building lasting friendships around the hobby, community involvement, sharing and showing classic cars, and inspiring the next generation. For further information or to join, please visit <https://kansascityautomuseum.com/membership/>.

You can also support the museum by making a tax-deductible contribution at <https://kansascityautomuseum.com/donate-now/> or visit <https://kansascityautomuseum.com/volunteer/> to become a volunteer.



Kansas City Triumphs Sports Car Club, Inc.
Membership Report
3/14/2026

Regular Members	69
Board Members	8
Lifetime Members	<u>3</u>
Total Active Membership	<u><u>80</u></u>

Car Census

TR2	1	TR5	1	Spitfire	19
TR3	4	TR250	1	Herald	2
TR3A	11	TR6	29	2000	1
TR3B	0	TR7	2	Sport 6	2
TR4	8	TR8	2	Stag	<u>1</u>
TR4A	5	GT6	11	Total	<u><u>100</u></u>



Congratulations to Bill Baker for getting his car in the recent issue of The Vintage Triumph Register Magazine

Upcoming Events

Kansas City Triumph Club

Events Calendar

April 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
4/2/2026 *	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
4/4/2026	Boot Sale	Mark Canady - Topeka	eMail	Larry Taylor
4/10-12/2026	Festival	Hallet Heartland Vintage Festival – Jennings OK	Website	
4/11/2026	Drive	OLPE Chicken Run	Evite	Cecil
4/18/2025*	Racing	World of Racing KC	eMail	Ron Ray
4/19/2026	Car Show	The Great Car Show – 10:00am Liberty Memorial	Website	
4/20 - 23/2026*	SC Regional VTR	Marble Falls Texas	Website	TX VTR
4/21/2026 *	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Black Bear Diner	Evite	Larry Taylor
4/21/2026 *	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
4/25/2026	Spring Clean Up	Get Your Car Ready to Drive	Evite	Steve Veh
4/26/2026	Charity	East Front Street People	eMail	Tim MGClub

Events Calendar

May 2026

Date/Triumph *	Event Type	Information on Event - Time and Location	Message	Coordinator
5/2-3/2026	Race	Hedge Hallow – Adrin Mo	email	Jeff Givens
5/7/2026*	Club Night Out	Monthly Meeting - 6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
5/9/2026	Car Show	British Invasion – Aristocrat Motor – Lee's Summit	eMail	Ron Ray
5/16/2026*	Racing	World of Racing KC – 4760 W 135th St, Leawood, KS	eMail	Ron Ray
5/19/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday - Caleb's Breakfast & Lunch	Evite	Larry Taylor
5/19/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
5/22/2026	Car Show	Olathe 4 th Friday Car Show	eMail	
5/30-6/7/2026*	Drive	Drive Your British Car Week Begins	Evite	Steve Peak

CLUB BOARD MEETING NOTES

By Pat Barrett

KANSAS CITY TRIUMPHS SPORTS CAR CLUB, INC., BOARD MEETING MINUTES

[Draft 03/17/26]

February 17, 2026

LOCATION: Pegah's Family Restaurant, 12122 W. 87th Street, Lenexa, KS.

ATTENDEES: Officers present: Assistant Director Michael Wilds, Other officers – Steve Peak, Dan Sullivan, Kenny Wymore, Patrick Barrett, Craig Simon, Kim Simon, John Brown.

Excused: Keith Jordan

Guests: None.

The meeting was called to order at 6:03 p.m. on February 17, 2026, by Assistant Director Michael Wilds, and a quorum was declared.

OLD BUSINESS:

Past Meeting Minutes: Draft Minutes of the January 20, 2026, regular Board meeting previously had been distributed. After discussion, on motion made, seconded, and unanimously approved, it was RESOLVED that the Minutes of the January 20, 2026, regular Board meeting be adopted.

Treasury Report: Treasurer D. Sullivan presented the Treasury Report for January 2026, copies of which previously had been distributed to the members. [The discrepancy in the final cost of the Holiday Dinner](#) has been resolved and no additional action is necessary.

Membership Roster Report: Assistant Director Wilds reported that one new member joined the Club in 2026 and now there are 90 members and a total of 110 Triumph cars. Eleven members have not yet renewed for 2026. After discussion, on motion made, seconded, and unanimously approved, it was RESOLVED that the Membership Roster Report for the period of January 2026 be approved as presented.

Newsletter Report: Editor John B. he has sent out invoices to past advertisers with the exception of Rimmer Brothers whom he was unable to contact. Dan S. reported that he received a one-half page ad from Euro-Asian Motors. After discussion, on motion made, seconded, and unanimously approved, it was RESOLVED that the Newsletter Report be approved as presented.

CLUB BOARD MEETING NOTES

By Pat Barrett

Continued

Activities Report: Activity Coordinators Kim and Craig S. reported on upcoming activities including:

Women in Wheels on August 8 at the KC Auto Museum – Kim S. will try to find a link to the registration site.

Dine and Drive hosted by the MG Club is scheduled for each third Saturday in June thru August.

Annual Picnic on June 7 at Shelter 10, Shawnee Mission Park

Jim's Last Detail Tour, projected for a Saturday in August, hosted by Jeff Givens,

Flint Hills Drive on June 13,

After discussion, on motion made, seconded, and unanimously approved, it was RESOLVED that the Activities Report be approved as presented.

NEW BUSINESS:

2028 VTR Regionals – Coordinator Appointed: Director Keith J. has appointed Jeff Givens as coordinator for the Club's hosting the 2028 South Central VTR Regional Convention.

2028 VTR Regionals: A document prepared by Pat B. containing a sample schedule and budget along with additional notes on hosting the event was discussed.

ADDITIONAL TOPICS NOT ON THE AGENDA:

None.

Future Meeting: The next Board meeting will be held at Pegah's Restaurant in Lenexa at 6:00 p.m., March 17, 2026.

The next Club Night Out will be on March 5, 2026.

On motion made, seconded, and unanimously approved, the meeting was adjourned at 7:04 p.m.

Respectfully submitted by Patrick Barrett, Secretary

TREASURY REORT

By Dan Sullivan

Kansas City Triumphs Sports Car Club Treasury Report March 2026

	January	February	March	April	May	June	July	August	September	October	November	December	YTD
Beginning Balance	\$2,986.62	\$3,803.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Income													
Miscellaneous	\$129.50												
Advertising		\$240.00											\$240.00
Dues (New)													\$0.00
Dues (Renewal)	\$720.00	\$400.00											\$1,120.00
Newsletter Mail	\$20.00	\$20.00											
Donations	\$20.00												\$20.00
Regalia Sales													\$0.00
RRR Receipts													\$0.00
Holiday Dinner													\$0.00
Spl. Purpose Fund	\$38.00	\$40.00											\$78.00
Total Income	\$925.50	\$700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,456.00
Expenses													
Administrative													\$0.00
Entertainment	\$95.00												\$95.00
Awards													\$0.00
Discretionary													\$0.00
Name Tags													\$0.00
Insurance													\$0.00
Stripe Fees	\$13.20	\$2.64											\$15.84
Miscellaneous		\$20.00											\$20.00
State Registration													\$0.00
Regalia Expense													\$0.00
Rib Run Rally													\$0.00
Holiday Dinner													\$0.00
Reimbursable													\$0.00
Total Expenses	\$108.20	\$22.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$130.84
Income vs. Expense	\$817.30	\$677.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,494.66
Ending Balance	\$3,803.92	\$4,481.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,494.66
Notes on 2nd Page													





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Name: _____

Spouse/Other: _____

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City, State, ZIP: _____

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Email: _____

Car(s) Information (Include project cars):

Make Year Model Color

VIN





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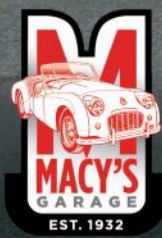
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