



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 48 Number 3 June/July 2026



As a club, our members define who we are, and growth is essential to our long-term success. When new people show interest in our Classic Triumph cars and attend our socials, it is important that they leave feeling comfortable and genuinely welcomed. One of the simplest ways we can do this is by making an effort to greet them after meetings and introduce them to the club. Most of us have experienced walking into a room full of strangers and feeling uncertain. We also know the difference between being warmly welcomed and feeling overlooked. A welcoming atmosphere encourages people to return, while feeling ignored can easily discourage further involvement.

I have also wondered whether our seating arrangement may limit interaction among members. When someone is seated with their back to the wall, conversation often requires speaking across another person, which can make interaction less natural. Arranging the tables perpendicular to the wall may allow members to talk more easily without disrupting others. These are simply observations, but in my short time with the club, I have noticed new members attend once or twice and then not return.

Just my thoughts John Brown Editor

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DIRECTOR'S DRIPPINGS

More Cowbell...

Which is a way of saying we need more involvement. Our club, like any other club, especially car clubs, run on volunteers. Your board is committed to keeping everyone as happy as we can, with plenty of activities, varied and otherwise, but we can't do it all by ourselves. In fact, I've asked the board to not volunteer for additional duties, as our "boots" ("trunks") are full already with specific duties as outlined in the by-laws. We depend on others to volunteer to host and assist.

Doing so creates feelings of camaraderie in addition to sharing the workload and fun. There are some, like Jeff Givens, who are uniquely suited to running a rally and acting as a general director for a future convention, and others, like Ron Ray, who expertly put together car gatherings and shows. I could name many others, but you get the idea.

Right now, we're looking for someone to take over the cooking duties for our annual picnic gathering, no experience needed (beyond being able to determine when hot dogs and hamburgers are cooked!). We could also use some folks who are willing to host a tech session or garage tour, again little or no experience needed, beyond being able to describe how to get to your house/garage.

If you would like to help, the board stands willing to assist and guide. What would you like to do?

By the way, the "more cowbell" title above refers to an hilarious skit on Saturday Night Live from a few years ago with Christopher Walken and Will Ferrell. Google it and watch. I guarantee you'll laugh.



BOARD

OF OFFICERS

Director: Keith Jordan
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Steve Peak

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KCTSCC Social

WELCOME NEW MEMBERS!

Steve & Victoria Turner 1976 Spitfire

Jose & Judy Samayoa 1975 TR 6

Barry & Kristie Wolff 1971 TR 6 & TR 3

In Memoriam

Dallas Allison

It is with a heavy heart that I am letting you know that club member, Dallas Allison, has passed away. Dal was a good friend and had a passion for European cars, racing, restoration and resto-mod construction. Dal was admitted to KU Med in early March with RSV, developed pneumonia and was then diagnosed with pulmonary fibrosis, from which he never recovered.

I was introduced to Dal by Dale Wittenborn at Your Classic Ride a little over a decade ago. He had recently moved to Kansas City from Denver and had an MGA resto-mod under construction. We became friends as a result of the connection and eventually moved our cars together at YCR. Dal sold the MGA on Bring-a-Trailer. You can check it out here:

<https://bringatrailer.com/listing/1960-mg-mga-76/>

During his time in KC, Dal also acquired a VW camper van that he equipped with a Subaru engine, Porsche transmission & Vintage AC. More recently, he purchased a beautiful MGTF, gray with a red leather interior. Dal and his partner Arlene drove the MGTF in the Brookside St. Patrick's Day Parade in 2025.

Our condolences go out to Arlene and all of Dal's family. He was a good friend and really special gentleman and will certainly be missed by many.

Michael Wilds





BRITISH CAR WEEK

Drive 'Em, Don't Hide 'Em

MAY 30 - JUNE 7, 2026

Celebrate with a

BRITISH CAR PICNIC

HOSTED BY KANSAS CITY TRIUMPHS SCC

	SUNDAY JUNE 7, 2026 10:00 AM - 2:00 PM		SHAWNEE MISSION PARK SHELTER HOUSE #10
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ALL CLASSIC BRITISH CAR OWNERS INVITED

BRITISH CAR WEEK PICNIC

Sunday, June 7th at 10 AM

Shawnee Mission Park

Shelter House #10

WEDGE WORDS

By Steve Olson

We recently drove our TR8 on a weekend drive with a dozen other old British sports cars. No great distance, 500+ miles and no high speeds, usually 65 or less. And some of those cars have not been that far from home in decades. How many breakdowns do you think we had?

Zero is the answer. And that isn't really surprising. All of us that went on that trip have had our cars for a while and have worked the bugs out on shorter drives around town. In doing so we have learned what issues are most likely to crop up and have prepared ourselves with a spare part and the tools it takes to install it. Brake light switches and fuel pumps are often found to come in handy along with ignition components. And if these parts are never needed that is great. Just having them handy is good insurance.

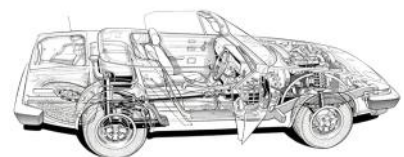
We got our cars trustworthy enough to take on the road by buying one that someone else had professionally prepared, **or** by having a trusted professional shop check the car over and perform whatever service and repairs it needed, **or** by doing checks and services ourselves after watching lots of YouTube videos and reading manuals. Any of these three methods or a combination of all of them will achieve a road ready car. Buying one already done costs the least money in the long run. Having a pro to do the work for you probably is the most expensive. Doing it all yourself will cost way more time and gobs more money than you would expect. But the pleasure of driving and pride of ownership and the friends you will make along the way are truly priceless.

For any car new to me or one that has just had major work done I would not even consider making a cross-country journey. (Actually, I have done and I don't recommend it.) I would start with a trip around the neighborhood. I want to be able to walk home if I have to. Once I can cruise the neighborhood without issues, I will venture all the way to the local auto parts place or the local burger joint. Each successful trip allows the next to stretch a bit further. Once I have done 100 miles round trips I know that the car should be fine for whatever distance I need to go.

For longer trips club members often go in caravans. There is safety and fun in numbers. Overnight trips offer time to get to know each other at meals or in the evenings after a long day's drive. And occasionally stopped along the roadside while someone's car gets mechanical love. I recall once when a U joint gave out but someone had a spare. We found room to get off the road at a forest tower parking lot. While some drug out tools and got to work the rest of us set up chairs in a circle and began sharing whatever snacks and beverages we had along. Due to lack of proper tools, the repair took a while but we turned it from a minor disaster into an unplanned social event. Always travel with chairs and snacks just in case.

If your car just sits in your garage gathering dust you will miss out on most of the fun of owning it. The calendar of club events is full of opportunities to drive your car locally or further when you and it are ready. So, get your motor running. Get out on the highway. HMMMMM..... that might make a good song lyric.

Steve Olson



BRITISH INVASION

Sponsored by Aristocrat Motors

Ron Ray

It was not February 7, 1964, nor was it February 9, 1964, and we were not at Kennedy Airport, nor in CBS's Studio 50. But, on May 9, 2026, British cars of all marques arrived, and "invaded" Aristocrat Motors in Lee's Summit, Missouri. This was the fourth straight year for this event, organized by the Kansas City Triumphs Sports Car Club.

It was a perfect day for a car show. The morning air was a bit damp, and the temperature was around 59 degrees, warming up to around 84 degrees by mid-afternoon.

My drive from midtown KCMO to Lee's Summit was good for both me and my 1959 Austin-Healey.

When I arrived at Aristocrat, I was surprised to see that several cars were already there, some 90 minutes before the car show was scheduled to start. I later learned the Thursday Evite reminder listed the start time at 9:00 am instead of the correct time of 10:00 am.

Things were quickly somewhat organized, and the invasion continued on for the next couple of hours, until all cars had arrived. The turnout was very good, with the car count including 9 Austin-Healeys, 11 Jaguars, 10 Lotus, 4 Minis, 4 BMW Minis, 1 Morgan, 28 MGs, 1 Sunbeam Alpine, and 11 Triumphs. The "other" European cars consisted of 3 Alpha Romeos, 2 Fiats, 1 Mercedes Benz, and 1 Opel. For some unknown reason, there were two non-British/non-European cars. The total of 88 British and European cars was an increase of 11 cars compared to last year's event.

Special thanks to Kyle Rohde and Dan Boyer with Aristocrat Motors for hosting and providing us with a free lunch from Jadabay's Tasty Kitchen.

Finally, I want to thank the volunteers that helped with this event. These people always seem to step forward when things need to be done: Pat Barrett, Ed Curry, Kris Gamble, Keith Jordan, Craig Simon, Larry Taylor, and Kenny Wymore. Also, thanks to Monica Mills and John Brown for providing pictures of the car show.



Lotus Elan



Sunbeam Alpine

The Cars



J



**M G****Triumph**

I added a couple of photos to Rons Article, because I thought they were spectacular cars. On the left is a 1965 Morgan +4 and the photo on the right is an original MG V8. These are cars that we don't see often and felt they were worth mentioning. Thanks Ron's for a great article!

Regional VTR in Marble Falls Texas



A blustery cool wind blew through Marble Falls Texas along with consistent rain and a few moments of sunshine. The host club, Hill Country Triumph Club persevered despite many changes and setbacks. The theme would be "How to make do with what ya got." Overall, they did a nice job.

In attendance from KCTC club – left to right Kim & Craig Simon, Patrick Barrett, Rick & Sondra Brasfield.



Sondra and Rick finishing the Funkana in the rain.



Beatrice Shilling World War Hero



Every time a German Messerschmitt pilot wanted to escape a Spitfire on his tail, he did the same thing.

He pushed the nose down.

In a dive, the German engine kept running — it used fuel injection. The British Spitfire's engine cut out. For one and a half seconds the Merlin went dead, the aircraft shuddered, and by the time it caught again the German was gone. Worse: if a German was behind a British pilot and the British pilot dove to escape, the German could follow and keep shooting while the British engine was silent. Pilots were dying because of a carburetor.

The engineers at Farnborough knew about the problem. They were working on a long-term solution — a redesigned carburetor that would take years to perfect and manufacture.

A woman named Beatrice Shilling fixed it with a washer.

She was born in Hampshire in 1909 and was the kind of child who spent her pocket money on Meccano sets and tools. At fourteen she bought her first motorbike. Her mother, with the inspired instinct of someone who understood what her daughter actually was, found the Women's Engineering Society and arranged an apprenticeship at an electrical firm.

She went to Manchester University — one of the first two women ever to study engineering there — graduated with a degree in electrical engineering, stayed another year for a master's in mechanical engineering, and in 1936 joined the Royal Aircraft Establishment at Farnborough as a scientific officer.

By the late 1930s she was one of the best carburetor engineers in Britain. She was also one of only three women to hold the British Motorcycle Racing Club's Gold Star — awarded for lapping the Brooklands racing circuit at over 100 miles per hour on a motorcycle.

She had reportedly told her future husband, an engineer named George Naylor, that she wouldn't marry him until he earned his own Brooklands Gold Star first.

He earned it. They married in 1938.

The problem with the Merlin was specific and lethal. The SU carburetor used a float chamber to regulate fuel flow. Under negative g-forces — the forces experienced in a sudden dive — the fuel flooded to the top of the float chamber and starved the engine for 1.5 seconds. Just enough time for a German pilot to turn the tables entirely.

The RAF had known about this since the Battle of France. The formal solution — a redesigned pressure carburetor — was in development but wouldn't be ready for years.

Shilling was thirty-one years old, working in carburetor research, and she designed a fix in weeks.

A brass thimble with a precisely calibrated hole in the center — later simplified to a flat washer — fitted inline in the fuel line just before the carburetor. It restricted maximum fuel flow to just enough to prevent flooding without cutting off power. The key breakthrough: it could be fitted without taking the aircraft out of service. No downtime. No factory return.

The old guard at the RAE looked at it and called it a plumbing fix. They called her a plumber. The first batch of 5,000 units was made by a Birmingham firm that normally manufactured plumbing fixtures, which they found embarrassing.

The RAF pilots who flew Spitfires with Messerschmitts on their tails called it something else.

They called it Miss Shilling's Orifice. With deep affection.

By March 1941 she had organized a small team and was personally touring RAF fighter stations across England — traveling between bases on her old racing motorcycle — fitting the device to every Merlin engine they could reach. Squadron leaders all over the country were demanding installations. The word spread faster than the official channels could keep up with.

The Germans noticed. They couldn't explain why British fighter pilots had suddenly started following them into dives. They were baffled by the new aggression. They didn't know about the washer.

The restrictor remained in use until 1943, when the full pressure carburetor finally arrived. It had kept British pilots alive for two years in the middle of the war they couldn't afford to lose.

After the war she worked on the Blue Streak missile. She studied what wet runways do to braking distances. She helped design a bobsled for the RAF Olympic team. In 1967 she solved overheating problems on an Eagle Mk1 Formula 1 car.

She never received a top promotion at the RAE. Such positions, she was told, were for men.

She received an OBE in 1949. The citation said "services to aviation." It did not mention the washer.

She retired from the RAE in 1969. She kept racing motorcycles and sports cars. She modified and tuned both in her home workshop until she couldn't anymore.

She died on November 18, 1990. She was 81.

The Battle of Britain is one of the most documented events in British military history. Hundreds of books. Dozens of films. Memoirs by the pilots who flew in it. Almost none of them mention the carburetor problem. Almost none of them mention her.

The pilots who benefited most never knew her name. They just knew that when they pushed the nose down, the engine kept running.

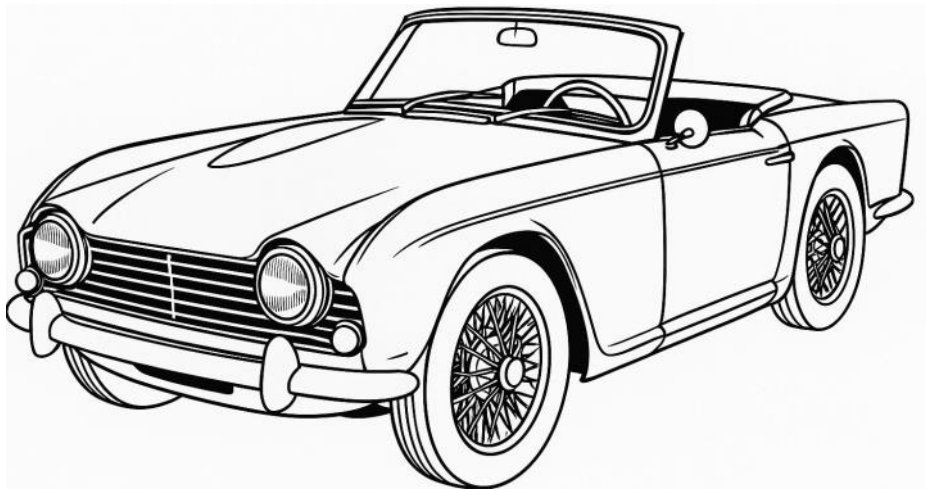


Kansas City Triumphs Sports Car Club, Inc.
Membership Report
5/18/2026

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	12	TR6	30	2000	1
TR3B	0	TR7	2	Sport 6	2
TR4	8	TR8	2	Stag	<u>1</u>
TR4A	5	GT6	11	Total	<u><u>102</u></u>



Upcoming Events

Kansas City Triumph Club

Events Calendar

June 2026

Date/Triumph*	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
6/4/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
6/6/2026*	Tech Session	Jeff Givens House in Leavenworth	Evite	Jeff Givens
6/ 7/2026*	British Car Week	Picnic on Sunday - 10 am to 2:00 pm	Evite	Steve Peak
6/12/2026*	Wine & Music	Kim Aguilar Memorial Wine and Music	Evite	Bob Aguilar
6/15 - 19/2026	TRA - National	Madras Oregon	Website	
6/16/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday - Rae's Café	Evite	Larry Taylor
6/16/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
6/20/2026*	Virtual Racing	World of Racing	eMail	Ron Ray
6/20 - 28/2026	Race	The Great Race – Route 66	Website	
6/26 - 27/2026	Car Show Over Night	Greater Ozark British Motoring Club Car Show	Website	

July 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
7/2/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
7/18/2026*	Virtual Racing	World of Racing	eMail	Ron Ray
7/21/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday Pegah's - Western Shawnee	Evite	Larry Taylor
7/21/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan

August 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
8/6/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
8/15/2026*	Virtual Racing	World of Racing	eMail	Ron Ray
8/18/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Roxanne's - Platte City	Evite	Larry Taylor
8/18/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan

CLUB BOARD MEETING NOTES

By Pat Barrett

CLUB BOARD MEETING NOTES

By Patrick 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 and the annual meeting. The Board always reviews and approves the monthly Treasurer's report and minutes of the last meeting, 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 to report.

Questions or comments? Please contact a Board member.

Board Meeting of March 17, 2026:

The Board was informed that VTR President and other VTR leaders requested that the Club sponsor the 2028 VTR National Convention along with the St. Louis Triumph Owners Association (SLTOA) instead of the 2028 South Central Regional Convention hosted only by our Club. Discussions are continuing with national VTR leadership and the SLTOA.

Newsletter Editor John Brown requests members to submit articles to our newsletter, The TR Times, regarding their cars and related trips and activities that may be of interest to other members.

Board Meeting of April 28, 2026:

Due to several Board members attending the 2026 South Central VTR Regionals in Marble Falls TX, the Board meeting was postponed to April 28. Discussions continue with national VTR leadership and St. Louis Triumph Owners Association regarding co-hosting the 2028 VTR Nationals.

Submitted 05 31 26

2026 RIB RUN Rally

SEPTEMBER 26, 2026

★ ≡ *No TSD Experience Necessary* ≡ ★

★ **BAR-B-Q TO FOLLOW!** ★

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KANSAS CITY TRIUMPHS SCC



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 W168th Terrace
 Olathe KS66062

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: _____

Email: _____

Car(s) Information (Include project cars):

<input type="checkbox"/>	<u>Make</u>	<input type="checkbox"/>	<u>Year</u>	<u>Model</u>	<u>Color</u>
<u>VIN</u>					



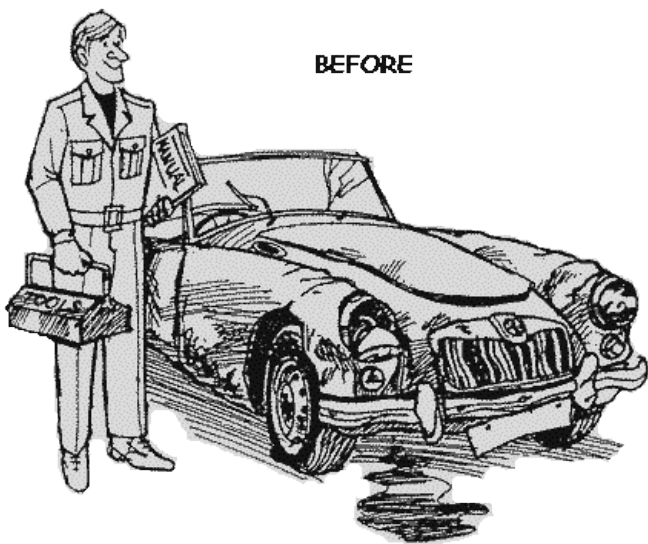
Classified Ads

For Sale

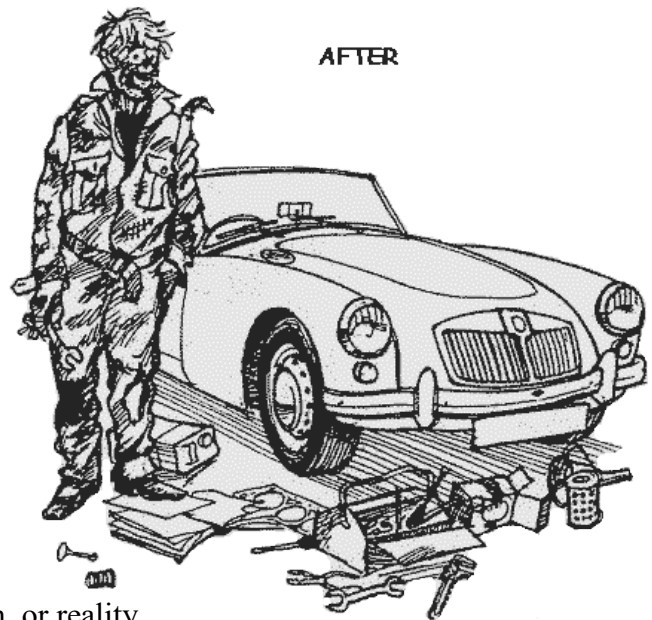
Set of four 48 spoke painted wheels 15" x 4". Good splines. Nice overall condition. Located at Your Classic Ride in MidtownKCMO.

\$450 OBO

Ed Curry ecurry@att.net



BEFORE



AFTER

Thanks Sully for the laugh, or reality check , depending on how you look at it!



REV UP

**FOR A COMMUNITY CAR &
MOTORCYCLE SHOW AT
THE FOUNTAINS AT
GREENBRIAR**

SATURDAY, JUNE 13 | 10:00 AM – 1:00 PM

Rain Date: Saturday, June 27

Join us at The Fountains at Greenbriar for a community car and motorcycle show filled with engines, yard games, and local spirit. We're inviting vendors to be part of the day—connect with attendees, share your business, and enjoy a fun, family-friendly event.

Questions? Call 816-791-7911

VENDOR REGISTRATION

Registration Fee: \$100

Register by May 30

Call 816-791-7911

VENDOR FEE INCLUDES

- Lunch for two (2)
- One vendor table for event-day marketing
- Your business name on event flyers,

JOIN THE VINTAGE TRIUMPH REGISTER

VTR is the national club of Triumph enthusiasts and sponsoring organization for our Kansas City Triumphs Sports Car Club.

VTR membership provides:

- The Vintage Triumph Magazine, a bi-monthly color publication
- National and regional VTR Conventions
- Website with reference materials and member only sections
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Avilla, IN 46710



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Editor: John Brown johnwbrown1948@gmail.com

Subscription: Via membership in the Club: \$20 per year.

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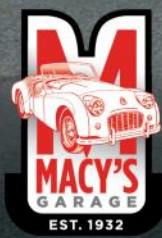
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