



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 48 Number 4 June/July 2026



It has been a slow activities time for the Kansas City Triumph Sports Car Club over the last two months. And the rain cooperated at the Triumph All British spring picnic, and it looked like to me that all had a good time. Shout out to Steve Peak for his always great gourmet hot dogs and hamburgers. This is the question you must ask yourself. Could I be the gourmet “hotdog” to replace Steve as he has been the hotdog champ for many years. Don’t tell Steve about this, but I’m sure there is a “Super Hotdog Champ” in our club that could teach him a thing or two about flipping a hamburger or turning a hot dog. Help Steve and the club out and sign up for next year; Steve will be around to help get you going.

For those of you who bought your British cars as grocery getters, there is no reason to read on. BUT if you own your fine British machines to drive, enjoy the nuances of the rattles, creaks and unknown sounds coming from under your car. OR the road sounds of your Pirellis scuffing the road as you take that tight turn, the sound and smell of your exhaust on a cool fall day, the joy of having your spouse or best friend in the seat next to you telling you what to do, then the September 2026, Kansas City Triumph Sports Car Club Rib Run Rally should be first on your list. Come and enjoy a day in the sun (hopefully) and the excitement of a time speed distance rally. September 23, 2026

John Brown Editor

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DIRECTOR'S DRIPPINGS

By Keith Jordan

Oh No! Not Another One!

I'm beginning to understand why some folks like to buy and sell Triumphs, fixing them up in the meantime. I never thought I'd be that kind of TR owner, but here I am.

Since 2017, I've purchased and sold a TR3, purchased a TR4 and had it restored, purchased a TR6 and modified it in several small and not-so-small ways. I just recently decided and took steps to sell my TR4 at auction. It's a beautiful car, not a scratch or blemish, still gleaming and shining three years after restoration. I just don't drive it that much, nor am I keen to do so in its current state. I don't regret the purchase or the restoration; I just don't need three sports cars (I also have a Porsche Boxster as a daily driver). So off it goes! It will appear on Bring a Trailer soon, courtesy of a local partner in St. Louis (Classic Car Studio). They're the closest partner.

Once that car is sold, I will sell the TR6 next spring/summer. I want to drive it this fall, winter and spring. I just finished having Mr. Gumming install a soft-top, which looks great and believe it or not, keeps one cool in this beastly heat (courtesy of a zip-out rear window). In the meantime, I've arranged to purchase a "custom" build of a TR7, with a 4.0 liter V8 from TWS Motors in Massachusetts, formerly the Wedge Shop. When finished next summer, it will be a brand new sports car, well-powered and including air conditioning! Woohoo!

I don't recommend this path to everyone, but it is a fun way to enjoy our cars, beyond driving them. See you soon!

BOARD

OF OFFICERS

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Past Director:
Steve Peak

Cover Photo:

Triumph TR6

WELCOME NEW MEMBERS!

John & Mary Forman 1964 TR4 (pictured)

Richard & Lea-Ann Germinder 1976 TR6





KANSAS RIB RUN RALLY
SEPTEMBER 26, 2026 - 8:00 AM – 2:00 PM

NO RALLY EXPERIENCE IS REQUIRED!

The Fourth Annual Kansas Rib Run Rally, a time-speed-distance (TSD) Rally sponsored by the Kansas City Triumphs Sport Car Club, will be held on Saturday, September 26, 2026.

The Rally will start at Olde Mill Properties also known as The Fuel House at 611 W 2nd St, Bonner Springs, KS 66012. The Fuel House will offer a limited breakfast menu starting at 7:00 AM. Arrive by 8:00 AM for check-in and orientation. The first car will be off on the Rally route at 9:01 AM. The 120-mile Rally route will wind its way through Linwood, Tonganoxie, and Leavenworth to a rest break in Atchison. Following the break, the Rally route will cross the Missouri River and follow the hilly and twisty roads to Weston, Missouri. The final section will lead participants back across the Missouri River to Bonner Springs and The Fuel House where the Rally will end. A BBQ lunch can be purchased from Quentin's BBQ & Sides, along with a fine adult beverage from the Outfield Beer Company. All Rally participants and families are invited to eat and drink at The Fuel House.

The entry fee is \$35 per car and is open to ONLY classic British & European cars built before 1986. In the past the Rally was only open to classic British cars. Registration will be in the order payment is received up to an overall total of 38 cars. Please be advised there are NO refunds after August 31. All vehicles registered will receive a dash plaque and awards will be given for first, second and third place.

Each entry will consist of a driver and a navigator, who will receive written general turn-by-turn instructions, and speed information. The Competitor – Richta GPS Checkpoints App (richtarally.com), available free from your app store downloaded to your navigator's smartphone, is required. A working speedometer, odometer, smartphone charger or power pack and writing materials are highly recommended. The Richta Rally Apps allows the rally organizers to monitor the progress of each team, automatically score each vehicle's time between checkpoints, and compute and display the score of each team.

In the event of a breakdown, tail vehicles will follow to provide assistance.



KANSAS RIB RUN RALLY
SEPTEMBER 26, 2026 - 8:00 AM – 2:00 PM
REGISTRATION FORM

DRIVER'S NAME (please print): _____ PHONE: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

EMAIL ADDRESS: _____

NAVAGATOR'S NAME (please print): _____ PHONE: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

EMAIL ADDRESS: _____

VEHICLE YEAR _____ MAKE _____ MODEL _____ COLOR _____

Note - The driver may register a vehicle without listing a navigator at this time. However, a navigator is required to compete in the Rally and must register and sign the Hold Harmless Agreement at check-in.

Registration is \$35 per car. **Make checks payable to KCTSCC** and mail it with this signed registration form to Dan Sullivan, KCTSCC Treasurer, 16936 W 168th Terrace, Olathe, KS 66062

Or, to pay online [click here](#) or scan the QR code and email the signed registration to hawkeyesully@gmail.com or mail it to the address above.



Hold Harmless Agreement

The Driver and Navigator ("Participants") voluntarily enter their vehicle in the 2026 Kansas Rib Run Rally, and affirm and agree to the following: (1) that vehicle owner has adequate insurance on their vehicle against loss that is in full force and effect; (2) that they have adequate medical and health insurance to cover any medical assistance that may be required; (3) that they do, hereby, agree to indemnify and hold harmless Kansas City Triumphs Sports Car Club and its officers, volunteers, agents or assigns, the owners and lessees of the premises used to conduct the event for any and all liability including acts or omissions which may result in the damage, destruction, or injury occurring during, or as a consequence of this event; (4) the Participants in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Driver's Signature _____ Date _____

Navigator's Signature _____ Date _____

Vehicle insured with _____

2026 British Car Picnic Draws Strong Turnout Despite Rainy Forecast

Despite a forecast calling for rain throughout the day, the 2026 British Car Picnic turned out to be a successful and enjoyable gathering for enthusiasts and families alike.

Attendees arrived under cloudy skies with the possibility of rain looming, but the weather cooperated for most of the event. The picnic remained dry through the afternoon, allowing organizers and volunteers to complete the cooking and food preparations without interruption. Guests were able to enjoy the outdoor activities, admire the vehicles on display, and socialize comfortably before rain finally arrived later in the day.

Considering the uncertain weather forecast, the turnout exceeded expectations. Approximately 85 people attended the annual picnic, demonstrating the dedication and enthusiasm of the British car community. Members and guests enjoyed good food, great conversation, and the opportunity to share their passion for classic and modern British automobiles.

The event once again highlighted the strong camaraderie within the club. While the forecast may have discouraged some from attending, those who came were rewarded with a pleasant day that stayed dry when it mattered most.

The 2026 British Car Picnic proved that a little threat of rain is no match for the spirit of British car enthusiasts. With a solid turnout, successful meal service, and plenty of fellowship, the picnic was another memorable event for all who attended.



Triumph GT6 At 60: the grand tourer with a Le Mans story



Here's a useful lesson from the 1960s British car industry: if you've got a pretty little sports car, an Italian designer, a racing department and a marketing team with a fondness for dramatic phrasing, you can end up with a legend that's only partly true. Which brings us neatly to the Triumph GT6. Launched in 1966, and celebrating its 60th anniversary in 2026, the GT6 has long carried one of those handy pub-friendly descriptions: "the poor man's E-Type". It's easy to see why. Long bonnet, fastback roof, two seats, British badge, six-cylinder engine. Squint across a show field and the comparison just about works.

Stand closer, though, and the GT6 becomes much more interesting than a budget Jaguar tribute act. It wasn't trying to be an E-Type. It was a small, sharp, slightly mischievous grand tourer that started life with one idea, borrowed glamour from another, and somehow ended up with a racing story attached. The beginning is pure Triumph. In the early 1960s, Standard-Triumph had the Spitfire: a neat, affordable roadster styled by Giovanni Michelotti. It looked good, sold well and gave buyers open-top fun without requiring them to remortgage anything important. Naturally, someone wondered whether a fixed-head GT version might work.

So, in 1963, Triumph sent a Spitfire to Michelotti in Italy and asked him to create a coupe. Back came a handsome fastback with a roofline that made the little car look far more grown-up. Lovely idea. One small problem: the extra weight made the standard four-cylinder Spitfire feel a bit undernourished.

Or, to put it another way, Triumph had accidentally made a car that looked faster than it was. Never ideal.

The project was shelved, but the shape refused to go away. Triumph's competition department saw an aerodynamic advantage in the fastback roof and used similar styling on racing Spitfires for Le Mans. Those cars went on to achieve success, including a class win at the 1965 24 Hours of Le Mans. Suddenly, that abandoned coupe idea had a rather glamorous halo.

When the road car finally arrived in 1966, Triumph leaned into the connection. The GT6 was promoted with the idea that it was "born in Le Mans", which is excellent marketing and only slightly cheeky.

In reality, the road-going GT project had come first, and the racing fastbacks had borrowed from that earlier Michelotti shape. So the GT6 wasn't exactly born at Le Mans. More like Le Mans borrowed its jacket, looked terrific in it, then handed it back. Still, why let a small technicality spoil a good brochure? To solve the performance issue, Triumph gave the GT6 a 2.0-litre straight six related to the unit used in the Vitesse. That changed the character completely. The GT6 wasn't just a Spitfire with a hat on. It had a smoother, richer engine note and a proper mini-GT feel. It could cruise in a way the smaller-engined Spitfire couldn't, and suddenly the fastback styling made sense.

There was also a practical side, at least by sports car standards. The fixed roof made it more civilised in poor weather, and the rear hatch gave it a bit more usefulness than you might expect from something so low and compact. Not estate-car useful, obviously. You weren't loading wardrobes into it. But for a weekend away, a bag of tools and the owner's optimism, it did nicely.

The early GT6 wasn't without its quirks. The rear suspension, inherited from Triumph's small-car family tree, could be "interesting" if treated carelessly. That's a polite classic-car way of saying it had the potential to surprise you at exactly the wrong moment. Triumph improved things with later versions, especially the Mk2, but the first cars still had that old-school sports car requirement: please bring some skill, or at least some humility.

That's part of the appeal today. Modern performance cars work very hard to protect us from ourselves. The GT6 was from a time when the car might simply raise an eyebrow and let you find out.

It also has that wonderfully British mix of ambition and thrift. Triumph didn't have Lamborghini money, Porsche polish or Jaguar glamour. What it had was a pretty Michelotti body, a compact chassis, a smooth six-cylinder engine and a knack for making something feel more special than its parts list suggested.

And special it still feels. The GT6 is small enough to be charming, quick enough to be entertaining, and handsome enough to make people wander over at shows and say, "I always liked these." That might not sound dramatic, but in classic car terms it's a very powerful spell.

Sixty years on, the GT6 deserves better than being remembered only as the poor man's anything. It's a clever little British GT with Italian lines, a six-cylinder voice and one of the cheekiest Le Mans backstories in the business.

Not born in Le Mans, perhaps. But it certainly knew how to use the address.



Internet images of GT6 that have
race in Le Mans

Article contributed by
Bill Baker

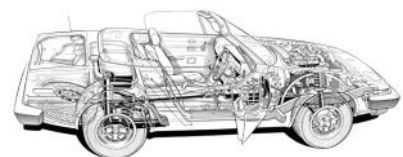


WEDGE WORDS

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 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 in 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 it 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 mile 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 are 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 ranger 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, snacks, and beverages just in case. If your car just sits in your garage gathering dust, you will miss out on much 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 runnin. Get out on the highway. Hmmmmmm..... that might make a good song lyric.

Steve Olson



A Brief History of our Triumph Sports Cars

Courtesy of the Internet

The history of Triumph cars spans over a century, beginning with a bicycle business in Coventry, England, in 1885. After transitioning into motorcycles, the company built its first car in 1923. Triumph is best known for its iconic lineup of post-WWII open-top sports cars, including the legendary TR series, the Spitfire, and the Stag.

1885–1939: Bicycles to the First Automobiles

Siegfried Bettmann and Moritz Schulte, two German immigrants, founded the Triumph Cycle Company in London before moving manufacturing to Coventry. The business quickly boomed, expanding into motorcycles in 1902. In 1921, general manager Claude Holbrook convinced the board to enter the car market by acquiring the assets of the Dawson Car Company. This led to the release of the first official Triumph car, the 10/20, in 1923.

In the 1930s, the company rebranded as the Triumph Motor Company and began moving upmarket with stylish and sporty models like the Super 7 and the Dolomite, utilizing early engineering contributions from the famous Donald Healey. Unfortunately, the looming threat of WWII forced the company into liquidation in 1939.

1945–1984: The Sir John Black Era and the TR Series

In 1945, the Standard Motor Company, led by Sir John Black, acquired the remains of Triumph. Black wanted a car to compete directly with Jaguar. This resulted in the 1948 Triumph Roadster, a stylish vehicle with a "dickie seat" in the back, which paved the way for the renowned TR (Triumph Roadster) series.

In 1953, Triumph launched the TR2, a rugged and affordable sports car that jumpstarted their massive success in international racing and rallying. Over the next two decades, the TR lineage evolved through the TR3, TR4, TR5, and the fan-favorite TR6. In 1962, they also introduced the smaller, more accessible Spitfire, and later the grand touring GT6.

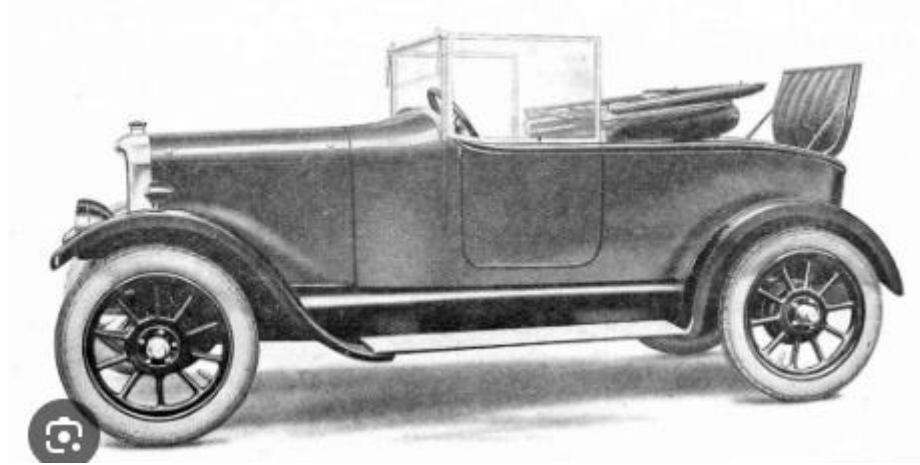
1960–1984: Acquisitions and the End of the Marque

As the British auto industry consolidated, Triumph was purchased by Leyland Motors in 1960, which then merged into the sprawling British Leyland (BL) conglomerate in 1968. Triumph cars continued to be produced, including the Stag and the high-performance Dolomite Sprint.

However, severe financial crises, strikes, and poor build quality plagued British Leyland. The final Triumph model, the Acclaim, was launched in 1981—ironically, it was essentially a re-badged Honda Ballade built under license. The Triumph brand name was officially retired in 1984. Today, the rights to the Triumph automotive brand are owned by BMW, while the Triumph Motorcycles brand continues as a completely separate entity.

A Brief History of our Triumph Sports Cars

Continued



The Triumph 10/20, built from 1923 to 1926, was the very first automobile produced by the Triumph Motor Company. Named for its taxable 10 horsepower rating and 20 brake horsepower output, this historic car set major precedents in the British automotive industry. Key Technical Specifications & Details: • Engine: 1,393 cc (1.4L) 4-cylinder side-valve engine. • Performance: It produced 23.5 hp at 3,000 RPM, achieved a top speed of 52 mph, and returned roughly 33 mpg. • Braking: It was highly notable for being one of the first British production cars to utilize hydraulic brakes. • Dimensions: Built on a 102-inch wheelbase, it was larger and more spacious than many "light cars" of its era. • Production: Approximately 2,500 models were produced, available in five body styles including an all-weather tourer and an aluminum-paneled sports model. [1, 2, 3] Given its rarity, it is highly valued by pre-war motoring clubs. To learn more about this historical vehicle or to look into parts and archives, you can visit the Pre-1940 Triumph Motor Club or explore detailed histories provided by Moss Motors. [1]



Triumph 1930 Super 7

Memoriam

Robert "Bob" Parker McBean

May 6th 1939—June 17th 2026

The World has said Goodbye to a Magnificent Man, Husband, Dad, Grandpa, Great-Grandpa, Son, Brother, and Friend to so many.

Robert Parker McBean of Prairie Village, Kansas, drew his last breath on June 17, 2026, at the age of 87, after having a stroke on June 9, 2026, with his wife, daughter, and two sons by his side.



A real joy for Bob was his 1976 Triumph TR6 sports car, and, along with Marilyn, he had a long membership in the Kansas City Triumphs Sports Car Club, where he was the director from 1990 to 1993.

Editors Note; Please go the Mr. McBean's obituary at <https://cremationcenterkc.mykeeper.com/RobertMcbean> for the full story of a very interesting and accomplished man.

Below are the first Editors Notes from ;Bob as Director of the Kansas City Sports Car Club

1990 OFFICERS

DIRECTOR	BOB MC BEAN	913 341 4124
SEC./TREAS.	JIM BRADY	816 587 6754
EDITOR	POSITION OPEN	
ASSISTANTS	MARGARET LUTHY	
	MARICE BALESTEROS	
	MARILYN MC BEAN	
PUBLICITY	CYNTHIA YIN	816 587 6754
PHONE COMMITTEE	DENNIS HEARTY	913 897 9543
CLUB HISTORIAN	PAUL MC BRIDE	913 334 6615

* * * * *

DIRECTOR'S COMMENT

AS YOU ALL KNOW, TED HONIG HAS RESIGNED FROM THE CLUB. MARILYN AND I WILL TRY TO KEEP THINGS GOING. WE HAVE A LOT OF GREAT HELP FROM OUR MEMBERS SO IT SHOULDN'T BE TOO HARD TO KEEP OUR "WHEELS UP."

WE ARE ALWAYS ANXIOUS TO RECEIVE YOUR INPUT AND IDEAS. FEEL FREE TO CALL US ANYTIME.

THE ALL BRITISH CAR SHOW IS JUST AROUND THE CORNER. WE HOPE TO WIN A LOT OF "TRIUMPHS" WITH THE TR'S AT THE ALL BRITISH. START POLISHING & PRIMPING! WE LOOK FORWARD TO SEEING YOU THERE.

THE PICNIC IN THE PARK ON JULY 14 WAS GREAT FUN. WE HAD A TOTAL OF EIGHTY PEOPLE; THIRTY OF WHOM WERE FROM THE TR CLUB. THE WEATHER WAS FANTASTIC AS WAS THE BBQ THAT CHEF RICCI BALLESTEROS BREWED UP FOR US. THANKS LOADS TO RICCI & MARICE - IT WAS GREAT! WE REALLY APPRECIATE ALL YOUR HARD WORK. JIM & CYNTHIA - THANKS FOR ALL YOU DID TOO!

CONGRATS TO JIM & CYNTHIA BRADY FOR COMING IN SECOND IN THE POKER RALLY AND TO WOODY UNDERWOOD & NANCY MALONEY FOR COMING IN THIRD. FIRST PLACE WAS TAKEN BY AN MGA MEMBER.

- 2 -

BEST OF LUCK TO THE EIGHT COUPLES FROM OUR CLUB GOING TO BOULDER, COLORADO FOR THE NATIONAL TRIUMPH MEET. HAVE A FUN AND SAFE TRIP!

THANKS MARGARET LUTHY FOR ALWAYS DOING SUCH A GREAT JOB EDITING THE NEWSLETTER. WE APPRECIATE YOU!

MAY THE ROAD RISE UP TO MEET YOU - AND MAY ALL OUR "TRIUMPHS" BE GREAT ONES!

BOB & MARILYN

* * * * *

WE ARE FORTUNATE TO HAVE MANY TR TECHNICAL EXPERTS IN OUR CLUB TO ASSIST THOSE OF US WHO ARE LESS ACCOMPLISHED. RICK TORRES, PAUL MC BRIDE, GARY DAVIS, HERB MOORE, JIM BRADY, BRENT HARRISON AND MANY OTHERS HAVE BEEN READY TO HELP WITH PROBLEMS.

NOW, A RELATIVELY NEW MEMBER, AND ONE WHO SPORTS AN AUTHENTIC ENGLISH ACCENT, HAS OFFERED HIS GUIDANCE TO CLUB MEMBERS. DAVE STRINGER GREW UP WORKING IN HIS FATHER'S GARAGE IN ENGLAND, AND HAS WORKED ON MOST ENGLISH CARS. HE HAS MANY SHOP MANUALS, HE TELLS US.

THANKS TO ALL WHO SHARE THEIR KNOWLEDGE TO "KEEP 'EM ON THE ROAD."

BOB

- 3 -

Box of Twinkies and a 12 pack of Beer

By Craig Simons

Mike said if you pay for gas, I'll tow it down to Charleston for you. That was just the push I needed. I bought the maroon colored, Bug Eye Sprite. It didn't matter that it had a poor re-spray, or that it had some odd shaped non-original seats. Even the shag carpet covering the floorboard was not enough to stop me from spending \$400. As I remember, my friends Dad said it ran before he parked it in their garage.

It was 1977, and I was at U of Missouri, Columbia. This adventure starts when I was in the back seat of a friend's car with my future wife Kim (we were just friends at this point), driving around Columbia, deciding what to do after a night on the town.

Mike and Pam were in front seat when Pam said, "Let's go surprise my parents in St. Louis!", and that's all Mike needed. The next morning I discovered the Bug Eye in her father's garage. I also found out it was for sale. As we drove back to Columbia that afternoon, I couldn't get the Bug Eye out of my head. At breakfast the next morning, Mike's now infamous comment "You pay for gas, I'll haul it down to Charleston, S.C for you" was mentioned. On Easter break, that's exactly what happened. Now Mike was from Sedalia, Mo., where his family owned a farm. Mike took a trailer and picked up the Bug Eye and brought it back to his farm. He welded up a custom hitch to the front of the Bug Eye because Mike didn't want to haul a trailer to and from South Carolina.

My roommate and I drove down to my parent's house in Charleston at the beginning of Easter break and Mike brought the Bug Eye down, a few days later. I asked Mike if he had any problems, and he mentioned two. First a weld broke loose on hitch, and he had to stop at a gas station in some small town and borrow the owner's welder to weld up some broken brackets. Second, he had a flat on Bug Eye but was lucky enough to find a tire in another small town. It's kind of funny the way Mike explained the tire scenario.

Mike: "Well, I took off the flat and drove to a nearby gas station and asked the manager if he had a tire for my car. The manager said, that's a pretty small tire, but let me see what I have in back. The guy comes back around shop with a tire and says, it's the right size, and it's a Michelin. He also stated that Michelin is a pretty good tire. I was expecting some exorbitant price. You know, small town, out of town customer, in dire need... The guy said, "How about 5 bucks?". I said great, had tire mounted and was on my way."

Box of Twinkies and a 12 pack of Beer

Continued

So now I had the Bug Eye as a project when I came home for summer break, two months later.

Oh, I should mention that when school was out in May, I drove to San Diego to see a friend. Picked up 2 used Bug Eye seats and some bumper guards. I got the car running and installed new top and carpets. Dad found a sailor on his ship that used to be a painter in a body shop. He painted the car in my parents' open-air carport, and I sold the car for \$1,400.

One last thing. When Mike pulled into the driveway that morning, I went down to congratulate him on a job well done. As I walked by the cab, I glanced into the front seat and saw an opened box of twinkies and a 12 pack of Busch beer.

I said "Mike, what's with the Twinkies and Beer?"

Mike smiled and said "Breakfast ! "



Upcoming Events

Kansas City Triumph Club

Events Calendar

August 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
8/1/2026*	Tech Session	'Jim's Last Detail' Provide overview of the restoration process, hints and tricks Jim and Breck Miller Restoration Specialists	Evite	Dan Sullivan
8/6/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
8/8/2026	BBQ	6:00 PM KC MG & Triumph Clubs - Cruise, Blues 'n' Que - Wabash BBQ	Evite	Larry Taylor
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

September 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
9/3/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
9/6/2026	Car Show	Heartland All British Car Show	Check Website	
9/15/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Black Bear Diner	Evite	Larry Taylor
9/15/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
9/17 - 19/2026	Ralley	6-Pack Trials - Nashville IN	Check Website	
9/19/2026*	Virtual Racing	World of Racing	eMail	Ron Ray
9/26/2026*	Ralley Racing	4 th Annual Rib Run Rally @Fuel House	email and forms	Jeff Givens

October 2026

Date/Triumph Club Sponsored *	Event Type	Information on Event - Time and Location	Message to Club	Coordinator
10/1/2026*	Club Night Out	6:00 PM 1st Thursday of every month - Pegah's	eMail	Keith Jordan
10/10 - 11/2026	Car Race	Lake Garnett Grand Prix Revival - Picnic	Check Website	
10/14-18/2025	National Event	National VTR - Kerrville TX	Check Website	
10/17/2026	Virtual Racing	World of Racing	Evite	Ron Ray
10/20/2026*	Crumb Breakfast	9:00 AM 3rd Tuesday of every month - Caleb's Breakfast & Lunch	Evite	Larry Taylor
10/20/2026*	Officers Meeting	6:00 PM 3rd Tuesday of every month - Pegah's	eMail	Keith Jordan
10/22 - 24/2026	Drive to Fayetteville AR	Brits in the Ozarks	Check Website	
10/22-24/2026	Car Race	Ozarks International Raceway - Gravois Missouri (NASA)	Evite	Jeff Givens



Kansas City Triumphs Sports Car Club, Inc.

Membership Report as of 7/21/2026

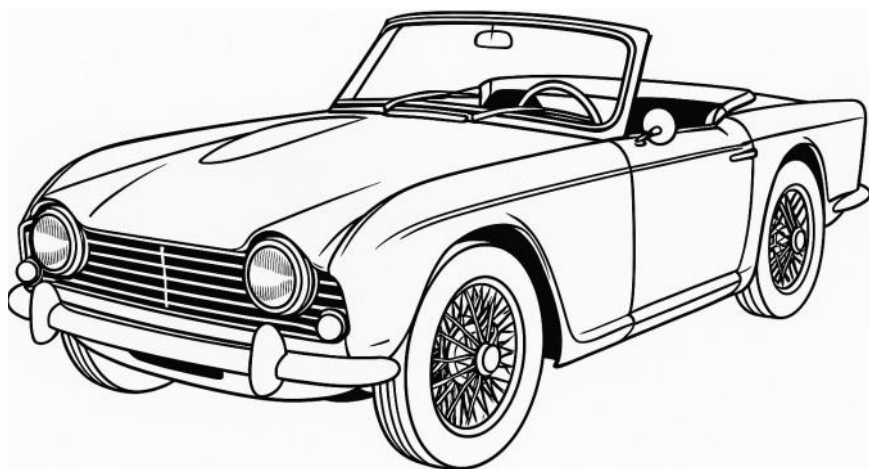
Active Members - 2026 Dues Paid	72
Board Members	8
Lifetime Members	3
Active Membership	<u>83</u>

Car Census

TR2	1
TR3	3
TR3A	12
TR3B	0
TR4	7
TR4A	6
TR5	1
TR250	1
TR6	30
TR7	2
TR8	2
GT6	10
Spitfire	20
Herald	2
2000	1
Sport 6	2
Stag	1
	<u>101</u>

New Members in 2026

David Kassen	1975 TR6	6
Barry & Kristie Wolff	1971 TR6, 1959 TR3A	
Jose & Judy Samayoa	1975 TR6	
Steve & Victoria Turner	1976 Spitfire	
John & Mary Forman	1964 TR4	
Richard & Lea-Ann Germinder	1976 TR6	



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 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 May 19, 2026:

Discussions are continuing with national VTR leadership and the St. Louis Triumph Owners Association (SLTOA) regarding hosting 2028 South Central Regional Convention. Director Keith Jordan and member Jeff Givens are discussing a potential contract with a proposed venue in the Missouri Ozarks.

Newsletter Editor John Brown reported that long time advertisers Moss and Rimmer Bros. are no longer advertising in club publications. Both companies have recently been acquired by the same private equity firm.

Webmaster Kenny Wymore is working to resolve issues with the calendar on the Club website.

The Board discussed a proposal to change the seating arrangement at Club Night out from a long table to conventional six-seat tables. After discussion, the Board decided to solicit member feedback. Please contact a Board member if you wish to comment on this issue.

Board Meeting of June 16, 2026:

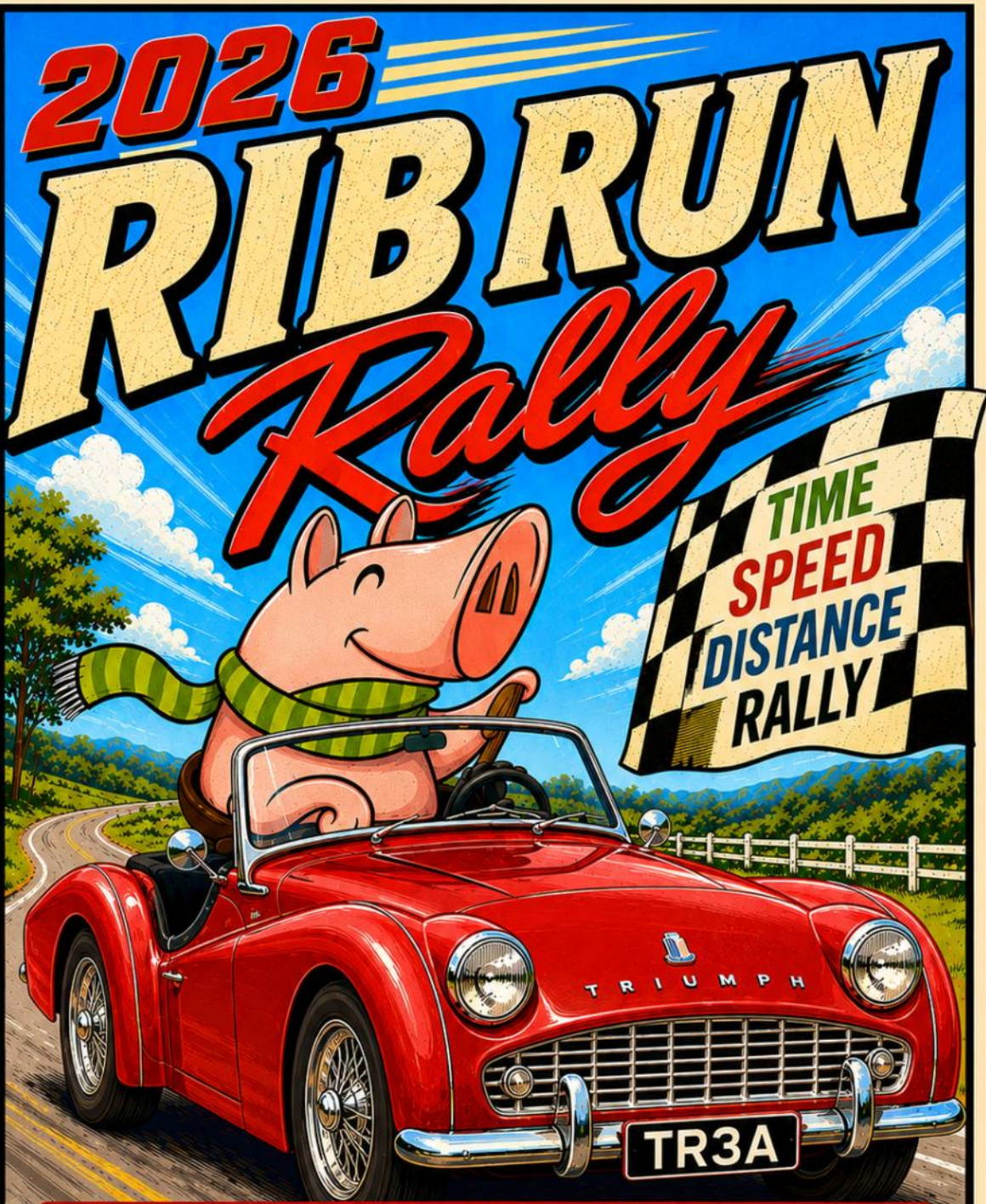
Newsletter Editor John Brown requests members to submit articles to our newsletter, The TR Times, regarding their cars and related trips and activities that may be of interest to other members.

A contract has been finalized with the St. Louis Triumph Owners Association and the venue for hosting the 2028 VTR Nationals in the Ozarks.

Board member Steve Peak set up a Google Drive account for Club officers to store Club documents and related materials.

The Board asks members whose plans change to cancel attendance reservations on Evite so that the host can better plan for the actual attendance. This is especially important where restaurant reservations are involved.

Submitted 08 03 26



2026 RIB RUN Rally

TIME
SPEED
DISTANCE
RALLY

SEPTEMBER 26, 2026

★ ≡ *No TSD Experience Necessary* ≡ ★

★ **BAR-B-Q TO FOLLOW!** ★

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☐ Make ☐ Year Model Color
VIN



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out Geoff's parts!

John Brown



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TR TIMES is published six times per year by Kansas City Triumphs Sports Car Club and welcomes all submitted material for publication. Neither its editor, board of directors nor club members accept any responsibility for accuracy of article content or any injury resulting from technical suggestions. Articles and photos may be submitted to the Editor by e-mail. Uncredited articles are provided by the Editor.

Editor: John Brown johnwbrown1948@gmail.com

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

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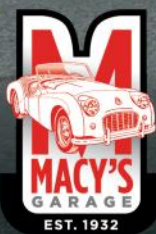
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