TR Times Volume 48 Number 6 October – November 2026

Official Newsletter of the Kansas City Triumph Sports Car Club

Directors Drippings

Two big events or items "always" occur in the Fall, ones that I enjoy. The first is the All-British Meet in Merriam around Labor Day. We had a good turnout this year, XXX cars. Thanks for participating. It was HOT, though, the hottest I remember since I started attending in 2017. I found some shade under a nearby tree and stayed there. It was fun to talk to folks about the cars. If you greet strangers, more than likely they will ask if "Is *that* your car?" By answering in the affirmative, they'll want to talk about it, usually ending with a compliment. It's always a "feel good" show.

The second event is coming up on Saturday, September 26th, the "Rib Run Rally." Organized by member Jeff Givens, this rally is well organized and attended. I had the good fortune of running the course with Jeff a couple of weeks ago, making sure all was correct. It was and should be fun to run for real. There's still room to sign up for next year, please do!

See you on the road!
Keith Jordan
Director/President KCTSCC

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New Members

none reported

Editor's Notes

78-year-old men should not have to learn new computer programs! In Microsoft infamous wisdom decided to discontinue Publisher, which was a great and easy to use program, especially for a 78-year-old man that has used it for the last 20 years. But we move on, and my adaption of Word for this purpose will hopefully improve.

My Navigator and I ran the Rib Run Rally last Saturday, and what a fun day it was! For starters we did not get lost, new for us. Then it rained all day on and off and as the rain fell and we cruised down tree lined roads, how could we not feel that we and our English car were not at home in Merry Old England, experiencing whatever one experiences in Merry Old England driving down a tree lined road with a soft rain falling. It was a great time, and everyone should try it.

There are a few great articles in this issue. Micheal Wilds reports on his time at the Goodwood Revival Meeting on the Goodwood Estate south of London event that he and a friend attended to the fall. Larry Taylor chronicles the journey of his 1960 TR3 and a brief mention of the 25-dollar Renault. Larry also sums up a great Tec Session with Jimmy and Breck Miller at their Jim's Last Detail south of Gardner Ks. Craig Simons brightens our day his creative take on the American sold family van. As always the is Steve Olson's Wedge Words Article, with his insight on the maintenance of our cars.

There are several interesting events taking place in the month of Oct. Harold Neumann Commemorative Fly In. Mr. Neumann is a local legendary pilot; he was the first commercial pilot to fly non-stop from Paris to Chicago. He was a Barnstormer and a racer and is acknowledged in the Smithsonian for winning the National air Race in Cleveland Ohio in 1935 and awarded Americas #1 Pilot by the National Aeronautical Association in 1935. Should be an interesting day.

Sunday Oct 11 is the Lake Garnett Grand Prix Picnic sponsored by the MG and Triumph Club.

Last but not least is the Kansas City Triumph Sports Car Club annual Christmas Dinner and Party, don't forget to sign up and select your entree.

The Heading Font was Created by Bob Anderton in the style mimicking the handwriting of Guy Fawkes who tried to blow up Parliament for the English Catholics due to disagreements between the two groups. The isles celebrate Guy Fawkes Night also known as Bonfire Night. Goffrey Rollerd of the MG Club has in the past and hopefully in the future builds a very large bonfire and it is a grand celebration. Unfortunately this year it will not take place. But look forward to next year.

I hope you all have a Happy Thanksgiving

Wedge Words

The Triumph Wedge Owners of America is the national club for TR7 and TR8 owners. They published a newsletter, and I was reading a recent issue and noted an article on adding power steering to a TR7. The writer provided details on using a junkyard Toyota Prius electric unit. I have seen this technique used on a couple other British cars and I know there are some who offer a plug and play kit for many cars that is similar. Many use a GM Saturn unit, and kits run just a few hundred bucks. The TR8s came stock with power steering and a quicker ratio than all manual TR7s. I am not sure why since the aluminum V8 is not heavier than the cast iron 4 cylinder. Perhaps Triumph was just trying to keep the cost of the 7 down.

My 8's power rack and pinion and its GM made pump has always leaked like a sieve even though I have invested in rebuilt replacement parts. And it was designed for a sports driving experience in which the steering provides gobs of what is called either road feel or feedback. I call it dang hard to turn the wheel. As far as I know there is no way to adjust the amount of assist the system provides. I probably won't switch it out to a TR7 rack and electric assist, but it did get me thinking. The nice thing about most electric conversions is they have a knob on the dash you can turn to change the amount of assist. If you are parallel parking, you might crank it up to allow one finger steering like a 1960s Chrysler. If you are driving on the racetrack and need lots of road feel, then crank the assist way down.

And I can see other advantages to electric over hydraulic power steering assist. The pump on my car runs any time the engine is running, and that consumes some amount of horsepower. The electric motor assist runs only when you turn the steering wheel using power your alternator has stored in the battery. That means a small bit more power is available to spin the back tires and very slightly less fuel consumed. I am sure many modern cars use electric power steering to save a fraction of a mile per gallon on gas.

Most of our small British sports cars don't take all that much human effort to steer them. But some of us are quite lazy or just not as strong as we once were. If having a power assisted steering unit hiding under the dashboard allows you to enjoy driving your car instead of leaving it parked in your garage, then by all means look into this. Cutting and splicing a device from a junk yard into the steering column is not a trivial project. But it also is not quite rocket science either if you are handy with a welder. Or just let others figure all that out and fabricate shafts and brackets. Moss and others sell kits for most of our cars but expect to pay a few grand for their development efforts. Steering is kind of important so spending the extra money might be a good investment.

This idea is not for everyone and probably not even for me. But it is an option that we just might want to consider.

Steve Olson

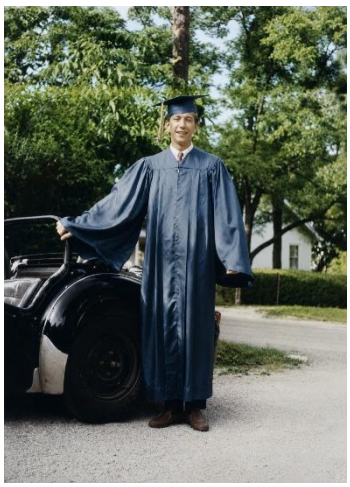
MY EARLY YEARS OF BRITISH MOTORING

by Larry Taylor

(This article is adapted from an article I wrote for the KC TRIUMPHS March – April 1998 newsletter that recounts my introduction to British motoring up to the time my 1960 Triumph TR3 was restored in 1994.)

I was not really looking for a car when my friend Jerry called and wanted me to go with him to look at this Triumph he had found. After all, my 1958 Renault 4CV, which cost me $25, was paid for and got me there and back. So, on that sunny day in May 1967, as our sophomore year in high school drew to a close, we drove to a home in Overland Park and there it was, a black 1960 TR3 with a white top. It was love at first sight. I don't recall why Jerry did not want to buy the car, but I did. I begged my mother to loan me the $550 purchase price, which she reluctantly agreed to do. However, I had to agree to keep the car until I was out of high school.

I quickly learned that the "sport" in sports cars was keeping them running. I was forever surprised at the ingenious ways the car had for leaving me stranded. From the brakes failing twice, clutch failing twice, the generator falling off, throttle linkages continually snapping off, burnt valves, flat tires, dead batteries, failed regulators, starters that wouldn't start, transmission failures and a host of other ailments that have been forgotten, I became a true British car enthusiast. At that time, parts were difficult to find. If you wanted to wait for it to come over on the boat, you could order from Harrigan Motors on Troost. More common parts you could get from Atlas or Goodman's, and Rick Torres basement in Overland Park was well stocked.



The TR3, however, served me with style during those high school and early college years. It took me to school and work every day as well as homecoming dances and proms and those first booze parties. In it I was introduced to romance at the drive-in movies and cruising places like Allen's, Sidney's and Winstead's. Upon graduating from high school, Jerry and I drove the car to Galveston, then New Orleans and back home as our senior trip. Later I drove my wife away in it on our wedding day and the following year we went on a repeat of the senior trip.

By 1972, my priorities had turned to things like houses, furniture and children. I drove the car for several months without second gear. Then, I lost third gear and the long shift from first to fourth was just too much. With that, the TR entered its dark age. Several times I made half-hearted attempts at restoring the car myself, but had neither the time, money nor talent to do the job. These attempts probably did more harm than good. But I knew someday I would drive it again. In the meantime, it moved with me, being towed from house to house. After some years of sitting outside, being a place for the children to play "hot rod", and being argued over in divorce, it finally came to be used to store lumber in the back of the garage.

The moment of truth came in 1993 when my wife's new car would not fit into the garage with the TR parked across the back. She could not understand why it was more important for that old, rusted car to be in the garage rather than her new car. My friend, Bill Alexander, suggested that Jeff Dietch with JMD Restorations in Platte City could take the car and work on it as my funds would permit. Seeing the possibility of free storage, the car was soon with Jeff. Our initial understanding was that I just wanted to get it running again and I was in no real hurry. That attitude quickly changed as I was caught up in the excitement of finally getting the TR back on the road again. My new marching orders to Jeff were, "Let's get it done and do it right." Progress was slow and expensive. As spring became summer, I set a goal of having the car done in time for the 1994 All British Show on Labor Day weekend. Being assured that this would present no problem, the restoration moved into the assembly stage.



On the first morning of the All British, my wife and I arrived at Jeff's while he was putting the final touches on it. Jeff had done an outstanding job and the car looked great. As I drove it from Platte City to the show at the airport, I had warm fuzzy feelings of nostalgia as memories of the past flooded my mind. The fact that it took first in class at the All British helped soften the fact that I spent two and a half times what I originally budgeted for the restoration. But the TR3 is my most prized possession and money was no object. It was just as if a member of the family needed medical care. Or so I rationalized.



The following weekend, we took the TR3 to see a movie. Proudly driving my wife, daughter and one of her friends home, the car sputtered and died in the middle of Ward Parkway....it was great to be driving a British sports car again!

Spitfires from Germany in England

by Michael Wilds

Last month my friend Rich & I had the good fortune to attend the Goodwood Revival Meeting on the Goodwood Estate south of London. For those of you not familiar with Goodwood, it is an old road course built around a former WWII RAF airport. The track hosted its first F1 race in 1948 and the last official Formula 1 race at the Goodwood Circuit was held on April 19,1965, won by Jim Clark driving a Lotus 25.

The estate is beautiful with mature trees, stunning gardens, tall hedgerows and the circuit itself is maintained as it would have looked in the 1950's ~1960's. The Revival Meeting, which we attended, is a 3-day festival of historic racing cars from the 1950's and 1960's. In addition to the racing, the Revival has what can best be described as a very large art fair with food vendors, exhibitions, the largest vintage car show I have ever attended, and much more. It is estimated that around 150,000 people attended the Revival although it never seemed crowded to me.

Anyway, more about Goodwood later, about those German Spitfires in England.

Rich & I stayed in a caravan park on a lake near the circuit. Our first night there, as we were being dropped off by an Uber, we saw a group of Triumph Spitfires parked in formation near the entrance gate to the park. By the time we left our caravan and walked back to the entrance to go to dinner, the Spitfires were gone.

The next morning, however, as we walked back to the gate to meet our Uber, the Spitfires began mustering again in the same location. I introduced myself to the driver off the first car to arrive, a very nice man named Stefan. He was with a group that had driven their Triumphs from Germany to Goodwood to attend the Revival. Soon, their entire group had pulled in, ready to head to the circuit together. Stefan introduced me to Dietmar Hankeln who provided me with his contact details so I could send him a copy of our newsletter to share with their group. In total, there were 17 in their group in 5 Spitfires, 2 GT6's and one modern Audi (presumably the "clean up" car). introduced me to Dietmar Hankeln who provided me with his contact details so I could send him a copy of our newsletter to share with their group. In total, their were 17 in their group in 5 Spitfires, 2 GT6's and one modern Audi (presumably the "clean up" car).



Some of the German Spitfire Club and their cars headed to the Goodwood Revival.



The members of the Spitfire Club from Germany. Stefan is the gentleman on the far left in the brown vest. (My buddy, Rich, in the far back in the middle of the photo)





Two GT6's from Germany at Goodwood

The Journeys of Flamin' Craig Simon









How much of a free thinker, out of the box operator does one have to be to apply flames to 5 family vans over the years.

Craig, you are my Hero and should set us all free to pursue the creative thoughts that we have floating around in our Heads!

The Editor

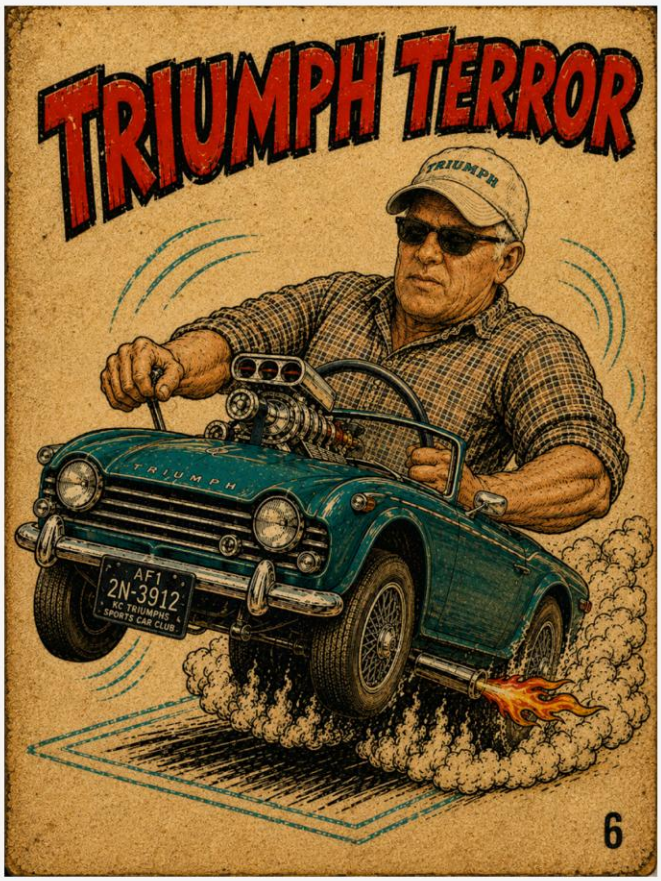

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4GLTE 36
Ai
THE SLOW DEATH
OF COLORS.

Member Contributions



Contributed by
Keith Jordon

AI'ed by the son
of
Kim and Craig
Simon





This could be a great day but there is limited parking spots for your cars with the planes, so sign up and come early and enjoy the pancakes and make a day of it.

Tec Session

By Larry Taylor

On August 1st approximately 50 MG & Triumph Club members gathered at Jim's Last Detail in Gardner, Kansas for a tech session on restoration and painting organized by Dan Sullivan and the KC Triumph Club. The husband-and-wife team of Jimmy and Breck Miller gave an interesting and informative presentation and answered numerous questions that included Jimmy's 25 years of experience, his painting techniques, specific brands of paint and supplies, considerations in prepping vehicles and controlling costs of your project.

Jimmy and Breck recently completed a "face lift" on my Triumph TR3 that included removing stripping, and repainting the front apron, repairing rust in a fender, refinishing several blemished areas, polishing out scratches, replacing all the weather stripping and installing a Moss seat and panel kit. I am very pleased with the end result completed at a reasonable cost. If you're considering restoration, paint work, or simply giving your car a fresh new look, I highly recommend Jimmy and Breck.









Events In October

- **Thursday 1st Club Night Out**
- **Saturday 3rd 12pm Triumph club – World of Racing**
- **Oct 9,10,11th Lake Garnett Grand Prix Club picnic the 11th**
- **Saturday 17th, 8am to 2pm Wing and Wheels see poster in this issue**
- **Tuesday 20th CRUMB Breakfast** Caleb's Breakfast & Lunch 515 E Red Bridge Rd, Kansas City, MO 64131
- **Tuesday 20th Board Meeting Pegah's**
- **Oct 22,23, and 24th Brits in the Ozarks University of Arkansas, Fayetteville AR**

Events In Nov

- **Thursday 5 Club Night Out Pegah's 12122 W 87th St, Lenexa, KS 66215**
- **Saturday 14th The 39th annual British Faire and Tea Village Presbyerian Church 14895 Antioch Rd Overland Park, Ks 66221**
- **Tuesday 17th CRUMB Breakfast Rae's Café 2411 Rte 291 J, Independence Mo**
- **Tuesday 17th Board Meeting, Pegah's**
- **Saturday 21st 12pm Triumph club – World of Racing**



Created

By AI,

AI has nice cars

Kansas City Triumphs Club Holiday Dinner

WHEN: Thursday, December 10, 2026

WHERE: Shadow Glen Golf Club
Cedar Creek
26000 Shadow Glen Drive
Olathe, KS 66061
Phone 913-764-2299
ADA Compliant



PARKING: Free of charge on the premises

TIME: 5:30pm Social time with cash bar
6:15pm -9:00pm Dinner

Choice of three dinner selections, **$50.00 per person**, includes: *House Salad, Entree, Tea or Coffee, Dessert, Tip, and Taxes*.

Reservations needed by Monday, November 23, 2026

Cash Bar – *The prices posted* includes cost, tip and tax

Dinner Options (Please select one entree)

- *Chicken Spiedini* - Lightly breaded, parmesan-crusted chicken, served with a vibrant lemon-basil sauce. Paired with rich mushroom risotto and fresh asparagus.
- *Maple Glaze Salmon* - Pan seared Wester Ross salmon, finished with a warm maple glaze. Served with spinach and herb-roasted new potatoes.
- *Kansas City Strip Steak* - Served with garlic-mashed potatoes and seasonal vegetables.

We will also vote on officers for Triumph Club board. Separate email will be sent to go over election slate.

Kansas City Triumphs Club Holiday Dinner

Thursday, December 10, 2026

Dinner selections need to be made by November 23, 2026

Name(s): _____

Phone number: _____

Email address:

_____

$50.00 per Person: Total $_____

Select One Option per Person. Please add the number of people in your party that want a selection.

☐ Chicken Spiedini

☐ Maple Glazed Salmon

☐ Kansas City Strip Steak 4oz

Make check payable to "Kansas City Triumphs"

Mail form and check to:

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

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 July 21, 2026:

VTR leadership has approved the Club's hosting the 2028 South Central Regional Convention joint with St. Louis Triumph Owners Association (SLTOA). The convention will be on October 2 through October 5, 2028, at Camden on the Lake Resort, Lake Ozark MO.

Director Keith Jordan and Club member Jeff Givens will be attending a planning meeting with STLOA leaders in St. Louis on August 18, 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.

The Board is reviewing potential venues for the Annual Holiday Dinner.

Board Meeting of August 18, 2026:

The Board Meeting scheduled for August 18 was cancelled due to Director Keith Jordan's scheduled meeting with STLOA leaders in St. Louis on August 18.

Submitted 09 28 26

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**
- **Record trace certificates for TR2/TR3/TR3A/TR3B**
- **Clothing, r[illegible] and exclusive items**





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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LBC cars and parts only
Advertising Rates: $35 Business Card, $45 1/4 Page, $90 half page, $180 full page. All rates are for 6 issues.

2026 ANNUAL MEETING ANOUNCEMENT

As provided in the Club's By-Laws, Art. V, this is Notice of the Club's upcoming Annual Meeting.

Date: Thursday, December 10, 2026, Time: 6:15 p.m.

Location: Shadow Glen Golf Club, Cedar Creek, 26000 Shadow Glen Drive, Olathe, KS 66061

Topics: Election of officers and general discussion of Club business.

Slate of officers nominated (2-year terms):

Director – Keith Jordan (Incumbent)

Assistant Director/Membership – Michael Wilds (Incumbent)

Secretary – Patrick Barrett (Incumbent)

Treasurer – Dan Sullivan (Incumbent)

Activities Co-Coordinator – Kim Simon (Incumbent)

Activities Co-Coordinator – Craig Simon (Incumbent)

Newsletter Editor – John Brown (Incumbent)

Webmaster and Publicist – Kenny Wymore (Incumbent)

Historian – Kenny Wymore (Incumbent)

Past Director – Steve Peak (Statutory)



JOIN KANSAS CITY

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 Metro Kansas City. The club hosts monthly gatherings, driving events, group email and technical sessions providing many opportunities to enjoy your Triumph and other little British sports cars. We publish a bimonthly newsletter sent to all members. Don't worry if you don't currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiasts and other British sports car owners.

To join or renew, complete the application and mail with a $20 check ($30 for paper copy of newsletter) to:

MEMBER APPLICATION

New: Renewal:

Name: _____

Spouse/Other:
_____

Address: _____

City, State, ZIP: _____

Home Phone: _____

Cell Phone: _____

Email: _____

Car(s) Information (Include project cars):

Make Year Model Color
VIN

_____

_____



LAKE GARNETT CLUB PICNIC

Sunday, October 11th

Lake Garnett Park

500 N. Lake Road

Garnett, KS 66032



Couldn’t have built these without Geoff’s parts!

John Brown



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Prices are subject to change without notice.

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FRIDAY 2-10PM
SATURDAY 10AM-10PM
SUNDAY 10AM-8PM


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