

# KC TRIUMPHS

## DIRECTOR'S NOTES:

I hope everyone is enjoying all of this cold weather. I know I would much rather be driving my TR-4 with the top down and the wind blowing in my face on a nice warm day. I am, however, glad we live in an area with four distinct seasons (although a few more nice Fall days would have been just fine) because it makes us really appreciate our limited driving time. Or maybe I'm just trying to make myself feel better as I watch the mercury drop more and more!

The cold weather does give me the chance to do some maintenance work on the TR-4 that has long been needed. I finally got around to rebuilding the front suspension and replacing many 30+ year old parts. Man was that a dirty job! I think I must have scraped 30-40 pounds of grease and grime off the front of that car. It's all back together now but I haven't had a chance to test it out yet. (i.e. see paragraph #1) There are a few other items on my to do list for the car this winter, but at least one item is out of the way.

This past year with the Club has been great as usual. Laura and I want to give a big thank You to Randy and Ann for all the hard work they have done for the club over the past two years. I would also like to thank all the departing officers (you know who you are) for devoting your time to making this the great Sports Car club that it is! Those of us in new officer positions will try and follow in your footsteps, but it will be a challenge for sure.

We wrapped up the Triumph Season with two winter events. First was the Annual Dinner and then the Trolley Ride through the Plaza and Crown Center. We had good turn outs for both and everyone seemed to enjoy themselves. Even those MG people!

This coming season should prove to be yet another fun-filled year with big events planned such as the Annual Lake of the Ozarks trip and the Vintage Triumph Nationals in Dallas/Fort Worth. There will be many other events planned for this year at our Annual planning meeting on Friday Feb. 7th. More information is enclosed. Hope everyone had a safe and happy holiday season and we're looking forward to seeing everyone soon.

Jay and Laura

## PAST EVENTS:

### **KC Triumphs Annual Dinner at Woodside Racquet Club-November 22**

Once again, the annual dinner was a tremendous success. 33 members enjoyed an evening of good company, dining and a new and exciting round of Mass Trivia. This year's event also saw the ending of our past officers' duties and the beginning of the new. A special thanks to Woody and Nancy for providing a wonderful place to enjoy our final event of 1996.

### **Trolley Holiday Lights Tour and Club Night Out - December 11**

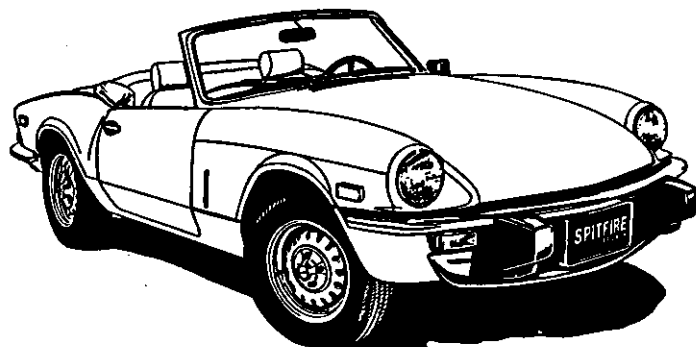
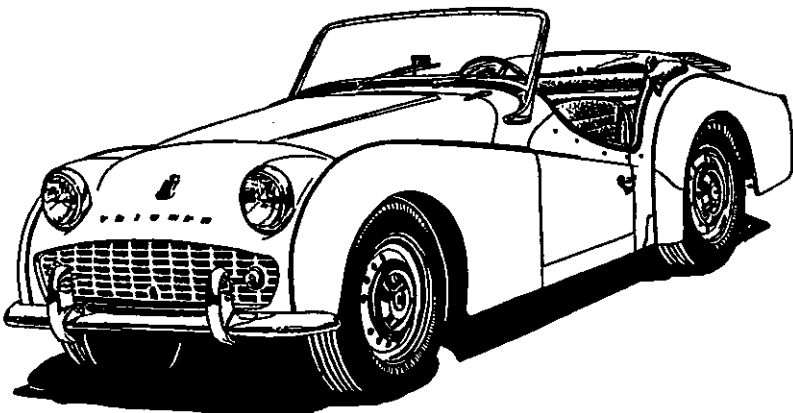
For those who wanted to enjoy the color & lights of the holiday season, this outing was sure to please. 35+ festive members enjoyed dining at the Longbranch Saloon finished by a brisk parade of holiday lights on the trolley. We visited the Plaza, Crown Center and a few select locations downtown. Believe it or not, the trolley even made it to Johnson County for their holiday best.

## UPCOMING EVENTS:

**Annual Planning Meeting - Friday, February 7th, 6:00 p.m. at Zarda BBQ, 87th and Quivira.** We will eat first and then bring out our calendars and get down to planing the year's events. Please bring any new ideas with you.

**Club Night Out-Wed. February 26th, 6:00pm at Charlie's Lodge, 7953 State Line Rd.** Come join us for some good food and Triumph talk.

**5th Annual Oklahoma City All British Car & Cycle Show - May 30 and 31, 1997** For pre-registration or information call Steve or Shannon Hensley @ (405) 787-0589



**The Vintage Triumph Register - 1997 National Convention Fort Worth, Texas July 9-12, 1997**

The Red River Triumph Club of Dallas / Ft. Worth, Texas, hereby invites you to the VTR 1997 National Convention. We are honored to be hosting the national next July.

The event hotel is the Green Oaks Inn and Conference Center in Fort Worth, and is featuring a rate of \$68 plus tax for conventioners. Their numbers are 1-800-772-2341 in Texas, and 1-800-433-2174 outside Texas.

Fort Worth is known for its pride in the preservation of the Old West, and the area features rodeos, honky tonks, world-renowned museums, the Ft. Worth Stockyards, and many other cultural and social delights.

Events such as honky-tonkin' at Billy Bob's Texas, beautiful and informative driving tours of the Fort Worth area, and the National events we all love are planned, and we hope to have (con

some fun tours to places like the Pate Transportation Museum, old-style Granbury, Texas, and to take your car's picture with a beautifully restored Spitfire warbird at the Cavanaugh Flight Museum. Interesting technical sessions are in the works, like how to refinish your wood dash panels, and we also will have some really neat raffle and auction prizes.

Everything's bigger in Texas (except Texas Triumphs - they're still the same size) and that includes our welcome to you for the 1997 National! Come on down, ya'll!

Susan Hensley  
President, Red Rivfer Triumph Club

1997 National Coordinators  
Jan and Bruce Collier  
(214) 528-6157  
email: guigirl@aol.com

**“EDITORS” NOTE:**

As the 'NEW' newsletter editor, I would like to take a moment to show my appreciation for assisting the club in this particular capacity. As many of you know, my travel schedule does not permit my participation in many of the club events. Now, however, as newsletter editor, I can at least be involved whether I make the event or not. (I'd rather be at the events.) I'm looking forward to, hopefully, picking up where Jim Brady left off and only hope I can follow in his footsteps by doing as good a job with this publication as he did. Any comments or suggestions CALL THE DIRECTOR JAY SMITH! or me of course.  
**P.S. Please note the 1997 members roster is attached. You may want to put this in a safe place in case you need to track down another club member.**

## TEN YEARS AGO:

The January 1987 Newsletter had a "new" look with the new editors and a list of new officers:

Director - **T.R. Wilson**

Assistant Director - **Ted Honig**

Secretary/Treasurer - **Bob & Marlyn McBean**

Newsletter Editors - **Ricci & Marice Ballesteros**

The first annual club planning meeting was scheduled at the K. C. Classic Auto Display, I-435 & Lackman. T.R. asked members to think of new ideas for driving and other activities.

Maggie Jones Restaurant was the venue for the annual dinner. Gary Davis showed slides (some rather embarrassing) of the Ozark trip, and then announced that he had accepted the Chairmanship of the All British Meet and would need plenty of volunteers.

Put a Triumph in your day!  
Paul McBride

## ALL BRITISH UPDATE:

Woody Underwood & Denny Van Velzer will be the K.C. Triumph Club representative at the 1997 All British Show. The committee is in the process of considering a concours judged class of cars. Any thoughts contact Jay Smith.

## Welcome New Club Members:

**Randy & Connie Foote**  
8112 N.W. 79th Terrace  
Kansas City, MO 64152  
(816) 587-3284  
'73 TR6

**David & Jo Ann Dorman**  
2102 N. Brownell  
Joplin, MO 64801  
(417) 624-7058  
'73 TR6

**Returning Member:**  
**Charles & Barbara**  
**Van Middlesworth**  
807 N. 22nd Street  
Kansas City, MO 66102  
(913) 342-6965  
'74 TR6

# Indiana British Car Union

December 26, 1996

Kansas City Triumphs  
5224 Bluff Drive  
Parkville, MO 64152

Dear Cynthia:

The Indiana British Car Union is again planning to put on the "**London to Brighton Run**" for British cars on **Saturday, June 14**. This will be a fun driving event with no timed stages that starts near Indianapolis in London, IN and this year ends in Brighton, OH. There will be a banquet at the finish with awards and we will have event hotels at beginning and end with special rates.

**Indy British Motor Days** will be held **September 26-28** at another exciting new show site, the famous **Indianapolis Motor Speedway**, on the west side of Indianapolis. There is ample parking and large show field.

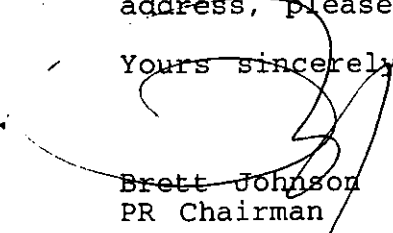
We are altering this year's schedule a bit due to the location. There will be a welcoming party Friday, September 26. On Saturday, we will begin with a couple of laps around the Brickyard followed by a fun rally/tour. It will have no timed stages, ample opportunity to visit venues along the route and we guarantee it will be fun! Following this, we'll have a buffet with rally awards and then join the Indiana British Car Union's traditional "night before" party and, of course, the Sunday car show. It will be possible to attend just Sunday or the entire weekend.

We are again altering our random class assignment, but just a bit. **Austin** is this year's featured marque. Classes will be assigned based on attendance, but we are planning to have special places for Minis, Healeys, Taxis, Sprites, Metropolitans and maybe the odd Marina or ????. Other cars will be assigned classes as in the past, with special Master's Class for last year's trophy winners, a motorcycle class and Diamond in the Rough Class for less than perfect vehicles.

Registrar for both events: **Tom Beaver, 1580 E. 101st St., Indianapolis, IN 46280** or call **Brent Porter - (317) 357-8641**.

Please list these events on your calendar. We will be sending additional info early April. If I have sent this to the wrong address, please advise or forward.

Yours sincerely,

  
Brett Johnson  
PR Chairman

P.S. The TVR Car Club North America will be joining us for part of the event and will have special classes on the show field. For additional information, please contact Chuck Linn (810) 652-9099

## **TECH TIP #73**

**FROM MOSS MOTORING**

**Ron Phillips, Austin-Healey Association  
La Habra Heights, CA.**

### **Wire Wheel Care**

The second most frequently asked question about our cars must be "how do I take care of my wire wheels?" "Should the car be off the ground to hammer the knock-off, or should the wheel be on the ground?" Well, that's two questions, but the problem remains... Whether you call it a knock-off, a nut or a locknut, BMC felt inclined to issue a Technical Service Bulletin on the matter. In short, you should always hammer the nuts on or off with the wheel off the ground and free to rotate. While they don't say so, many people believe this will decrease the force transmitted into the spokes from each blow. If the wheel is not free to turn, then the spokes take the full brunt of each hammer blow.

The rest of the information is definitive! If you do as BMC says, you should last much longer than if you don't. How many of you have had to hacksaw off a wire wheel, as it had become rusted to the hub? A few of you have. So inspect, grease and check your wheels at least once a year, preferably before the rainy season. As an added precaution, why not use an anti-seize lubricant that comes in a large can with a brush in the lid. One can should last a lifetime and isn't all that expensive at a local auto parts store.

One final word, don't forget to use RTV silicone inside the wheel hub on top of the spoke heads - to seal out water and prevent grease or anti-seize lubricant from being spun out onto your spokes and wheels. Several of us have used this technique for years and it works great!

What can you do if either the wheel hub or the center of the wire wheel is too worn? It costs at least \$25 a wheel to dip (removes rust and paint), true (tighten each spoke uniformly, replacing several that won't turn), and repaint (who wants rusty wheels?). By getting new wheels, you might get by with a worn hub a bit longer. A somewhat temporary trick is to use a couple of pieces of shim stock from .001 to .003 inches thick, spaced around the hub to tighten up the splines. It is even possible to dress up the splines with a small file. But, these fixes just prolong the inevitable; sooner or later the hubs will have to be replaced if they have been run with loose wheels.

It makes good sense to take care of your wheels and hubs. If you don't, you will cripple your car... As a postscript, an aluminum can will do in a pinch to get you home if you spin a wheel. Use it for shim stock and the contents to soothe your pending expenditure.

(The shims mentioned are for very temporary use only. Putting an old wheel on new splined hubs, (or a new wheel on old splined hubs, for that matter), will act to no advantage, since the old component will wear out the new component!- *Moss Motoring Ed.*)

# Kansas City TRIUMPHS

## Officers:

Director	Jay & Laura Smith (816) 468-8483
Assistant Director	John & Nancy Mass (816) 452-9097
Secretary/ Treasurer	Ann Adkins (816) 415-9584
Publicity	Jay & Laura Smith (816) 468-8483
Newsletter Editor	Dan & Jen Heiman (913) 383-8976
Membership	Ann Adkins (816) 415-9584
Club Historian	Paul McBride (913) 441-0499
Technical Editor	Roger Hurst (816) 373-3100

## Classifieds:

**New old stock lucas B90 dynamos** (generator). 12V, 22A Model # C40, P.N. LRD100. Right Hand fixing. Will fit Spitfire, Herald and others. Three only. \$50 each. Keep your car as original. Dave Stringer: (913) 681-5830

**TR4A Front Bumper.** Will also fit TR4 & TR250. Call Michael Robins (816) 279-2383

Classified ads are free of charge to club members. Send or call your ad in to the newsletter editor.

**HURST IMPORT  
SERVICE**



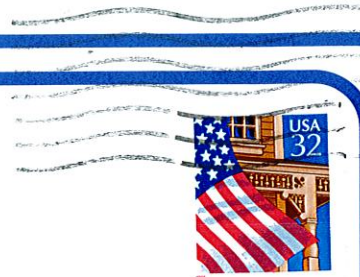
*Servicing Triumphs  
since 1962*

***Complete or individual-component mechanical restoration***

11113 East 23rd Street, Independence, MO **(816) 373-3100**



8002 NW 9 Hwy  
Parkville, MO 64152



PAUL McBRIDE  
& MARGARET  
22714 W 51ST ST  
SHAWNEE, KS 66226

TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7  
TR8 Spitfir TR3A TR3B  
TR4 TR4A T R8 Spitfire  
GT6 Stag TR4 TR4A  
TR5 TR250 e GT6 Stag  
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs  
Sports Car Club**  
*Dedicated to the Preservation and  
Restoration of Triumph Sports Cars*



# KC TRIUMPHS

## DIRECTOR'S NOTES:

Well, Jay's got a horrible stomach bug and Cameron got very sick after his 6 month immunizations, so I won't even pretend to write something about Triumphs, or car stuff, because if you know me, you know I know nuthin'!

BUT, I do know that we're very excited about the events for this year. Thanks to everyone for their support and input at the Annual Planning meeting. Please mark your calendars for the upcoming events in March and April and we look forward to seeing you.

- Laura

(Jay somehow makes it out of bed and over to the computer)

I did want write about one car related event I attended over the past month. A few weeks ago Randy Adkins, Bob and Janet Allen and myself went to a very interesting event down at Kemper Arena. Yes we attended the Monster Truck Bash where if you blinked you might just miss their entire performance. What you couldn't miss is the amount of noise and exhaust that they produced. Actually the highlight of the evening were these fools in basically stock trucks going over the same obstacles the Monster Trucks went over. I can't even count the number of driveshafts, axles, wheels, tires that detached themselves from those poor trucks. Also, this was an indoor event, but it might as well have been outside because it was so cold in there. We all pretty much froze our butts off. Oh well, it was interesting to witness another mans motorsport hobby. We may have Lucas electronics on our cars, but most can drive home under their own power after one of our events.

- Jay

## PAST EVENTS:

Those slow winter months are nearly behind us!!

**Monthly WESTON Campout!! - February 22nd.** I heard it was a "ROLLING" good time!! For those of us who didn't make it be glad you didn't.

## UPCOMING EVENTS:

### **The First Annual British Car Week, May 12-18 1997**

I'm relaying this information to you from the Scions Of Lucas, which is a popular British Car enthusiast group on the internet. In recent months, topics concerning the future of our beloved old British Cars have surfaced as well as discussions concerning an article written by Peter Egan in the March issue of Road And Track magazine. In this article Mr Egan mentions that he doesn't see old sports cars on the road anymore.

As a result, we have come up with the idea of an annual British Car Week for the sole purpose of promoting and enjoying these treasured automobiles. By setting aside an annual week celebrated by enthusiasts of all British car marques, we will enhance all aspects of this fine tradition of driving and enjoying these cars. This will help ensure continued enthusiasm for these cars as one entire group regardless of marque, and allow the rest of the world, who do not normally attend British Car events, a chance to see them out on the roads in unison.

The participation of this event is quite simple, just get your British Cars out on the roads and drive them as much as you can during this week, and feel free to continue for the rest of the driving season!

We are asking all individuals who receive this notification to please promote the First Annual British Car Week in whatever way they can.

Thanks for your participation. Any questions regarding this can be directed to:

Scott Helms  
South Bend, Indiana USA  
E-mail TRMGAFUN@AOL.COM

**UPCOMING EVENTS cont. :**

**Monthly "PUB" Outing - Wednesday, March 19th.** The Austin Healy Club of Kansas City invites all British car enthusiasts out to Humphry's Bar every third Wednesday of the month. Humphry's is located at 408 E. Bannister Road in Kansas City. Point person for the Healy Club is Steve Dupus @ 829-5617. Lets try and gather some support from the Triumph Club!!

**Soup -n- Stuff @ the McBride's - March 15, 6:30pm.** Please RSVP to Paul and Margaret (441-0499) and let them know what dish you'll be bringing. (Did someone say Jell-O Shots?)

**St. Louis MG Club Endurance Rally - March 22.** 1000 miles of driving in two days, starting and ending in St. Louis both days. Anyone interested can contact Jay Smith or the rally coordinator Robin Weatherall @ (314) 725-2892.

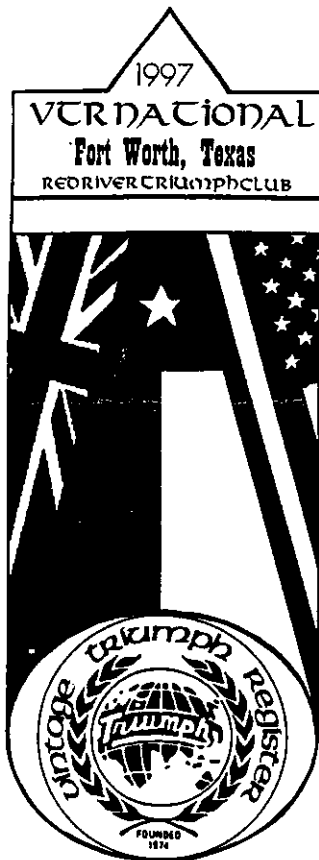
**Club Night Out - April 2nd @ Bayou State Brewery.** Located in the "NEW" Towne Center Plaza 5005 W. 117th. Meet us at 6:00pm for some good eating/drinking and Triumph talk. Point people are Margaret McBride and Dawna Davis.

**All British Cruise Night - April 11 @ Oklahoma Joe's BBQ and Total Station.** Bob Allen has decided to start an All British Cruise Night once a month at different locations around the Kansas City area. He's doing all the leg work of finding different places and talking to different clubs. All we need to do is show up, enjoy ourselves and lie about our cars. Oklahoma Joe's is offering discount food and drink to anyone wearing something British. (i.e. Car/club logo, nametag, etc.)

**After Taxes Wash, Wax and Tune Up/Baby Shower - April 19, 10:00am.** Come out to Randy's HUGE garage and get your Triumph ready for the driving season. Ladies, please come for a Baby Shower for Jennifer Heiman & Ann Adkins. Bring a covered dish of your choice. Please RSVP to Ann Adkins @ 816-415-9584 for the shower by April 14th.

**Annual Lake of the Ozarks Trip - June 13-15.** Come join the us for fun in the SUN (we hope) at the In at the Grand Glaze. We have a block of rooms reserved at the same rate as last year. (\$69.00 per night) Make you reservations by May 13th by calling 573-348-4731. Make sure to mention you're with the KC Triumph Club in order to receive the rate. Also, we've requested lakeview rooms, so be sure to remind them! More specific details will follow in the next newsletter.

**1997 VTR National Convention Update - July 9 - 12 Fort Worth, TX:**  
Attached you will find a tentative schedule of events as well as the coordinators/contacts for this years convention. If you have any questions or need a registration packet please contact the appropriate people below:



### Tentative Schedule Of Events

#### *Wednesday July 9, 1997*

Registration 12 noon - 6 pm

Tech Inspections

\* Funkhana 3- 6 pm \*

Welcome In Pool Party 7:30 - 10 pm

Photo/Craft/Art Display

#### *Thursday July 10, 1997*

Tech Sessions

\* Autocross 9 am - 4 pm \*

\* Granbury Rallye 1:30 pm \*

VTR Meeting 6 - 8 pm

Auction 8 pm

Photo/Craft/Art Display

Vendors

#### *Friday July 11, 1997*

\* Sundance Historic Shopping Rallye 9 am \*

Tech Sessions

\* TSD Rallye 1 pm \*

Panoramic Photo 6 pm

Stockyards/Billy Bob's Event

Photo/Craft/Art Judging

Vendors

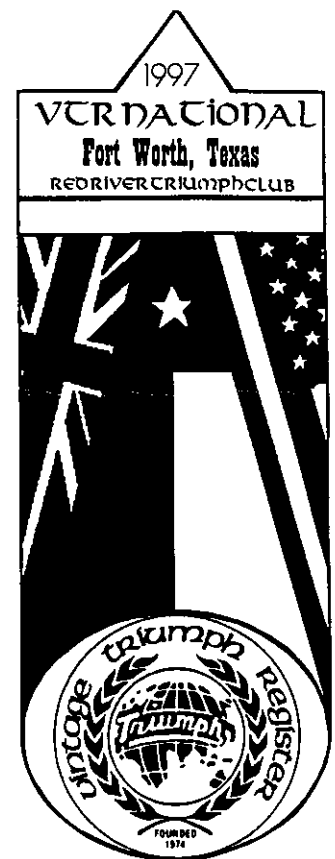
#### *Saturday July 12, 1997*

Judges' Breakfast 7:00 am

Concours d'Elegance/Participant's Choice 8:30 am

Autojumble 10 am - 4 pm

Awards Banquet 6 pm



### Event Coordinators/Contacts

#### *Coordinators*

Jan and Bruce Collier

(214) 528-6157 (before 10 pm CST, please!)

email: guigirl@aol.com

#### *Registrar*

Jim Gambony

(972) 547-4004 (before 10 pm CST, please!)

email: britbits@aol.com

Look us up on the Internet at  
<http://www.imagin.net/~hensley/rtrc.html>

## TEN YEARS AGO:

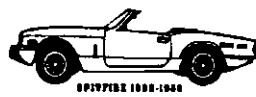
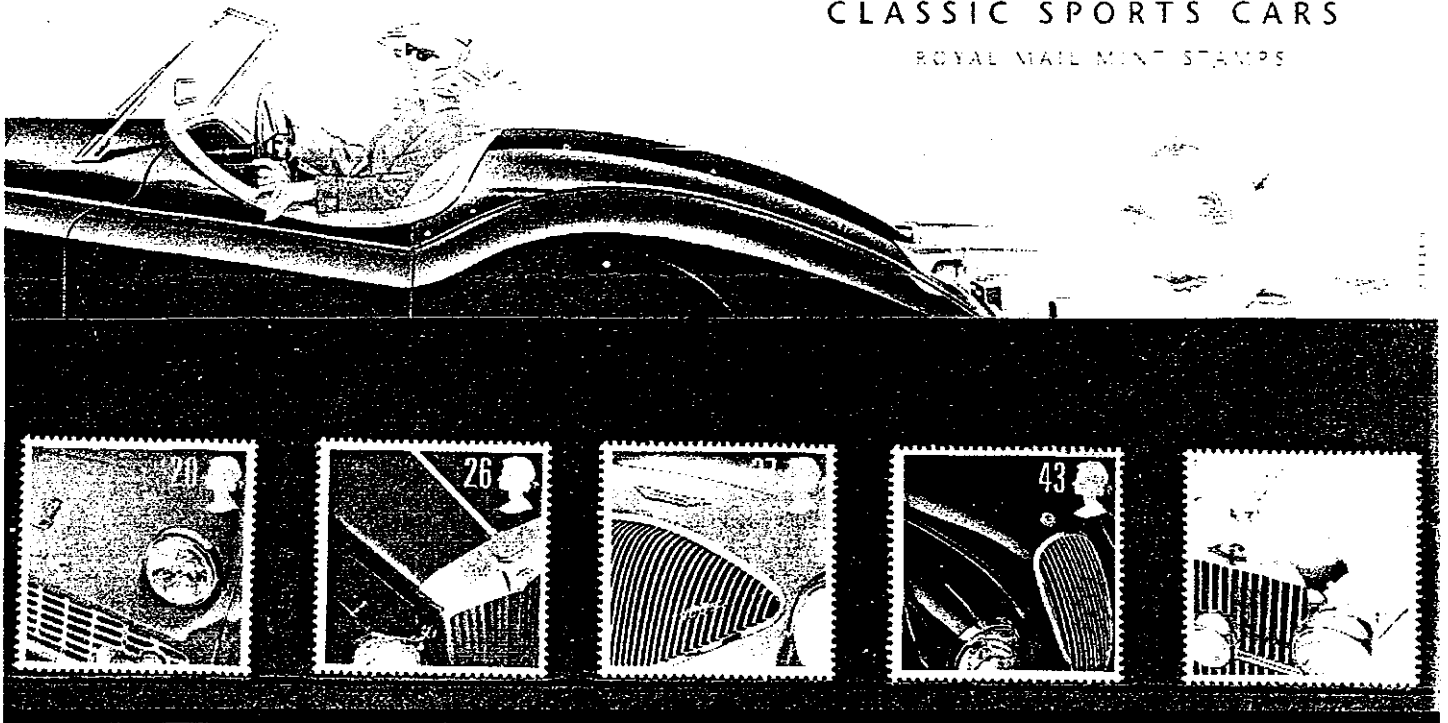
Although the Triumph Club was in full force ten years ago, Paul assured me the events that took place at this time ten years ago were about as exciting as this issues "Past Events" section! We'll resume our history lesson next news letter.

### British Sports Cars Receive Stamp of Approval!

The British Post Office has recently released five "Royal Mail Mint Stamps" commemorating British sports cars of the past. Shown here in black and white (the originals are in color) and slightly smaller than the actual stamps, is a 20p TR3, a 26p MG TD, a 37p Austin-Healey 100, a 43p Jaguar XK120 and a 63p Morgan Plus Four.

#### CLASSIC SPORTS CARS

ROYAL MAIL MINT STAMPS



## ALL BRITISH UPDATE:

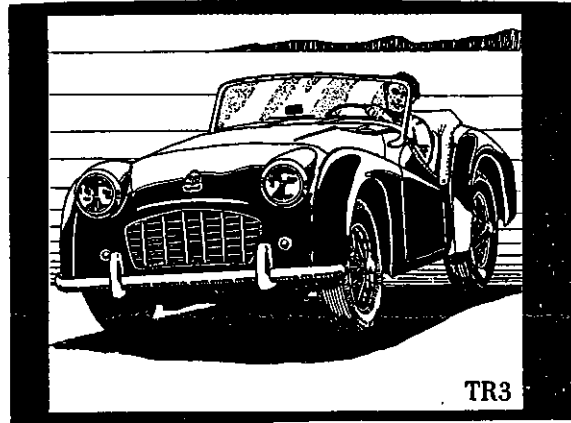
The update is - there is no update!!!

## Special Interest:

I thought this article by Lee Ann Snook from the February 1997 issue of "Cosmopolitan" Magazine might possibly have something in common with a few of you die hard car junkies. Of course my wife pointed this article out to me?

# autoeroticism

*when his car excites him more than you do*



*After a tough day at the office, my mate finds it therapeutic, even empowering, to take curves at ninety miles an hour, wind whipping through his thinning hair. By Lee Anne Snook*

carrying practitioner of autoeroticism. To know for sure, check out the following symptoms:

He's vague about when and how you and he met (as if he sustained a wallop to the head seconds after that fateful encounter) but  *vividly recalls his first glimpse of his turbocharged dream machine.*

remember the weekend Jeff first brought home his vehicular equivalent of the other woman. Proudly, he parked the low-slung beauty—a Porsche 911 Carrera—in our driveway and proceeded to wash it four times in two days. His buddies, stopping by to admire his acquisition the way a woman's would her new mink coat, exclaimed, "Oh, baby!" and "Totally awesome."

Back then, I was happy for my husband. Now I resent the preferential treatment he gives his sleek little plaything. He'd never let *me* get away with constantly having breakdowns or demanding all his time, attention, and money! This infatuation makes me wonder: *How many other marriages have been unhinged by horsepower?*

If your man's eyes also turn glassy at the mere mention of his favorite means of conveyance, he's probably a license-

"Joel, Chuck, and I were on our way to Piretti's for a mushroom and pepperoni pizza with extra cheese," begins his oft-repeated soliloquy. "It was Monday, July twenty-third, at eight twenty-two P.M., right after the softball game, which we won, ten to two. We were driving past Fiedler Ford, listening to Joel's new Goo Goo Dolls CD, when I noticed the setting sun seemed to make a metallic blue nineteen sixty-five Mustang  *shimmer* in the lot! I bolted into the dealership, took the car for a test-drive, and guess what?! The odometer was only *two thousand three hundred eighty-nine miles!* What a great night! Now, refresh my memory. Your name is Cyndi, right?"

**He spends more time lying beneath his auto than on top of you.**

A man can easily sublimate his sex drive by fooling around with his overdrive. Why? Perhaps it's the thought of all that under-the-hood action, all those pistons sliding up and down within all those cylinders. Maybe it has something to do



## AUTOEROTICISM

(continued)

with the provocative nature of car terminology: pump, shaft, lube job, dipstick. And what's up with the manly names bestowed on car models? Names that reek of testosterone, like Bronco, Beretta, Stingray, Probe, Triumph, Testarossa.

Frankly, I think car designers have long had sex on the brain. In the fifties, Cadillacs even flaunted breastlike chrome protuberances, known as bombs or Dagmars, on their front bumpers. And have you ever seen a sports car's thick, leather-covered stick shift with that neat little, well, *head?* 'Scuse me, but hasn't anybody *else* noticed this phallus jutting between bucket seats?

The allure of cars may also be a motion thing. In 1905, Sigmund Freud theorized that rhythmic mechanical agitation produces sexual excitement in children. And men, as we know, are children...only taller. And they wear ties.

Although my friend Rebecca has no explanation for men's incredible attraction to wheels, she offers anecdotal evidence: Recently, she and her husband were waiting to cross the street when a Ferrari pulled up to the light at the same moment an Elle Macpherson look-alike approached on foot. Frantically, her husband's eyes ping-ponged between car and girl. Car. Girl. Car. Girl. If the Walk signal had taken thirty seconds longer, she says, her mate would've required physical therapy for whiplash.

**He's been doing things for his car he'd never do for you.**

A man's face will plet in horror when he's confronted with a dirty cat-litter box, plate encrusted with egg yolk, or wad of scuzz from beneath the refrigerator. Ask him to polish the coffee table and he'll study the can of Lemon Pledge as if its directions were written in Sanskrit. Meanwhile, he'll stick his bare hands deep into the oily recesses of a filthy engine with nary

a grimace. And his car is so glossy, you need Ray-Bans to inspect it, even on a cloudy day. (When Jeff and I invite friends over for dinner. I should really serve salmon en crouete on the Porsche's front bumper; it's much cleaner than our fine china.)

Then there's the matter of money. Some men, like my husband, will make little choking noises, as if a chicken bone is stuck in their throat, when you declare the roof is leaking and will require costly repairs. But watch these same men absorb the news that their precious engine needs a two-thousand-dollar overhaul. "Okay," they'll tell the mechanic. "Do whatever you have to. Just make sure she purrs again."

**When life's a bitch, he puts the pedal to the metal.**

At the end of a hard day, I go home to seek solace from the three men in my life—my husband, Ben and Jerry. But when *Jeff* has problems at the office, he rips through the countryside in his Porsche. I suppose he finds it therapeutic to take curves at ninety mph, wind whipping through his thinning hair. Speeding restores his sense of power, which is, I suspect, a car's greatest appeal. Storming fortresses, bagging tapirs, and pillaging villages may have fallen out of favor, but cruising around town in a souped-up roadster will always be the best way for a man to make himself feel like a *man*.

Climbing into his Corvette or Cobra, he's instantly richer, cooler, *taller*. Those who want to pump up their machismo even more equip their vehicles with all manner of electronic devices. They get radar detectors to show their disregard of authority, car phones to demonstrate they're very, very busy. And the Really Big Dogs install fax machines to prove they're indispensable to the universe.

**Okay, he's hopelessly smitten. Now what?**

There's no need to end it all by chugging a bottle of antifreeze (the

irony of such an act would, no doubt, be lost on him). Maintain your perspective. After all, he hasn't been *unfaithful*. Not *exactly*. He's simply obsessed with a megaton machine that has cruise control!

The following tactics may help steer his affections back to you:

- **Appeal to his fixation.** Perfume the bedroom with an auto air freshener. Attach fuzzy dice, like tassels, to your breasts. Tie him to the bed with jumper cables and whisper that your battery needs a charge too.

- **Find your own fixation.** Skiing, surfing the Internet, collecting ancient coins...*what* peaks your interest is immaterial as long as you become totally obsessed. He'll miss having your undivided attention and may finally understand how his preoccupation makes you feel. Maybe you can strike a deal: You'll spend less time on the slopes or the Web if he'll spend less time in the garage.

- **Indulge him.** Nagging is a turnoff, so do the opposite. For his birthday, give him car books and magazine subscriptions. Or sign him up for driving lessons at the famous Skip Barber Racing School in Lakeville, Connecticut, and other locations nationwide (call 800-221-1131).

- **Go car shopping.** To rev his engine, buy *yourself* a new car. Choose something sporty and hot.

- **Burn some rubber.** Determined to better understand my mate, I headed for the wide-open interstate. Running up through the gears, I peered through the window and saw the world become a blur of pavement and streetlights and trees...and the sensation was terrifying yet, I must admit, exhilarating!

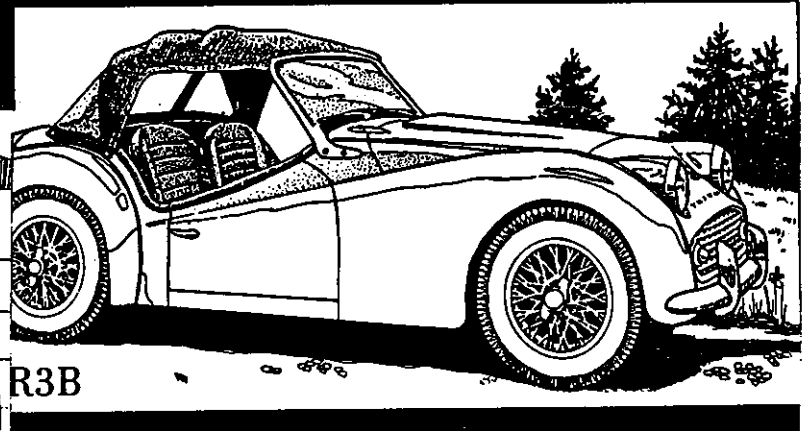
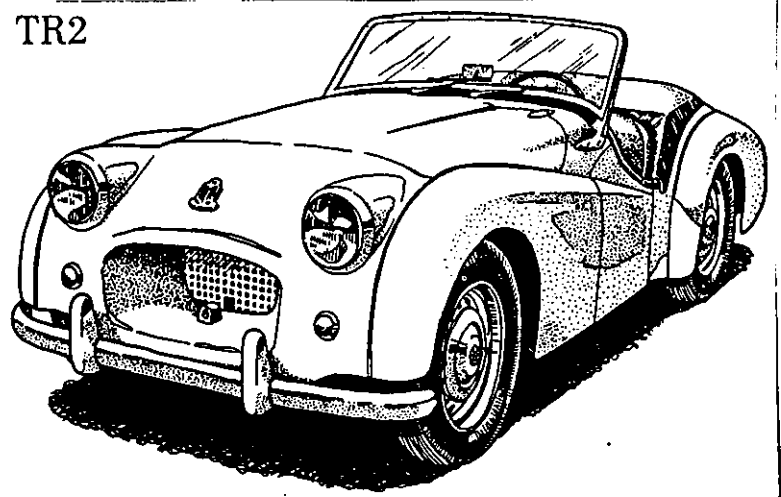
Perhaps I'll never be a car devotee like Jeff, never comprehend why he spends entire days brooding over a tiny nick in his paint job. But you know what? As long as he's happy, so am I. Besides, if I spend enough time hanging around car guys, sooner or later, I'm bound to run into Tom Cruise. ☑



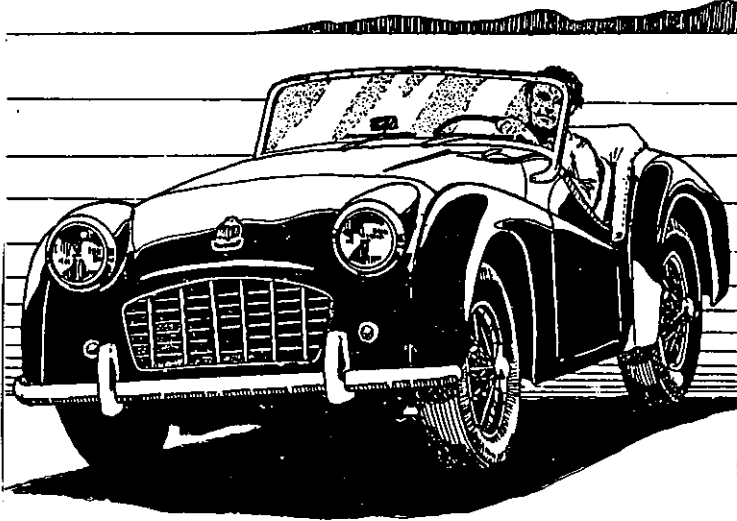
TR4



TR2



TR3B



TR3





# Multi-Club Classified

**ISOA** Illinois Sports Owners Association  
**MT** Minnesota Triumphs  
**NET** New England Triumph Club  
**RMTC** Rocky Mountain Triumph Club  
**NTD** Nebraska Triumph Drivers

**TCC** Triumph Club of the Carolinas  
**TRSC** Triumph Register of Southern California  
**TTR** Texas Triumph Register  
**VTOW** Vintage Triumphs of Wisconsin

## TR3s For Sale

1957 TR3. Complete car, small mouth. In pieces but all? (most) are there. Call Jerry Bostick, voice 713/737-2649. (Jul96 TTR)

1959 TR3A. Parts car in boxes. Complete except for some rusted body panels. \$1,500 You pickup. John Wilson, RR1 81M, Stoddard, WI 54658 (near LaCrosse) (Mar96 MN)

1960 TR3A. Maroon, good condition. Located in Steamboat Springs. \$10,000 970-736-2652 (12/96 RMTC)

1960 TR3A. Soft and hard tops, registered antique. Serious inquiries only. 409/931-3768. (Sep96 TTR)

1963 TR3. Bought and garaged 1985. Was running in 1993. Many new/used parts. Needs electrical work. Can be seen most nights. Jim Nelson, 713/251-9440. (Oct96 TTR)

## TR4s For Sale

1962 TR4. Partially disassembled, fiberglass fenders, all other body parts metal (probably mixed with rust), missing front bumper, good project car or parts car, extra SU carbs plus a set of Strombergs, extra wire wheels, no other missing parts, asking \$2000. Ken Majewski, email: eriken@worldnet.att.net. (2/97 ISOA)

1965 TR4. Almost new tires and radiator. Runs well but has lots of blow by. Asking \$2800, will negotiate. Mike Stachnik, Home: 313-794-8594, Work: 312-545-9641.

## TR250s For Sale

1968 TR250. Blue with white top and wire wheels. Excellent condition, great for "driving around" or good candidate for restoration. \$5,500 firm. Marilyn or Charlie. 713/341-0522. (Richmond) (Nov96 TTR)

1968 TR250, Strong engine, Needs Transmission work. Asking \$2000, 414-377-9470 Nights or 414-375-7058 Days. (Jul96 VTOW)

## TR6s For Sale

1970 TR6. Project for sale. 90,000 original miles. Engine runs strong. New top, new carpets, good outer body parts. Just replaced differential gears. Disassembled down to the frame. Frame needs work, new steel included. Selling entire project. Make offer. Scott, 715/480-7579. (Nov96 TTR)

1973 TR6. Guards Red, straight body, never damaged, no bondo. VG tires and top. EC mechanically, new springs, axles, wheel bear-

ings and fron suspension. Runs and looks great. Manual and records included. \$6000. Call Mike at 704-588-3698 or 704-527-7770. x308 (12/96 TCC)

1973 TR6. Includes factory hardtop. 84,000 original miles. Drive train and suspension excellent. Body is straight but has some rust, soft top is very nice, interior is tired. Smogged and registered through '97. \$5000 or best. Mel Hildebrandt, 619/484-1634. (Oct96 TRSC)

1974 TR6. French blue, black interior, 38,000 original miles, \$7,500 or offer. Call Bill at (402) 496-2006. (2/97 NTD)

1974 TR6. Marron/tan, 92K miles, redlines. Same owner since 1976. Runs well, good body with minor rust in quarter panels. Fiberglass hardtop. \$5800 negotiable. Call Paul @ (303) 438-4212 any time. (2/97 RMTC)

1974 TR6. Green with tan interior. Weekend toy. Four new redlines, Monza exhaust, many new items. Over \$4000 in new parts over last two years. Mechanically sound, interior needs work. Call David at 919-586-2223. (12/96 TCC)

1974 TR6. Porsche Guards Red. \$6500 or best offer. New Interior. Frame off Restoration (4 years old). Could use a new top. Ron at Home: 414/352-2710 or business: 414/351-5080 (Nov96 VTOW)

1975 TR6, 48K original miles. Red with luggage rack. Body, frame and floor is very solid and original (Ziebarted). Brand new Moss interior (trans. Cover, seats, carpet, various crash panels, door panels, etc.). New Yokohama AVID blackwall tires (H speed rated), new brakes, less than 1500 miles, new ball joints, new Sony AM/FM cassette stereo (plus the original British Layland AM/FM radio) excellent top, Lucas Sort Coil, cover and new battery with shutoff. Strong engine, clutch and transmission, uses oil. This car is garaged and has been stored winters on blocks. Careful attention to details (reen hoses, green wires, etc.). This car is complete, drives very well, was just inspected and needs nothing. This is one TR6 that you will not want to miss. \$8500 or best offer. Call Bob Vautin days: 207-775-8868 or eves after 7pm at 207-883-3969. (NET 12/96)

1976 TR6. Clean, runs very well. Recent BRG Paint with tan interior. \$7800. Mark Bentow days @ (818) 345-9511. (2/97 TRSC)

1976 TR6. Red, excellent condition with new top and recent engine overhaul. Asking \$8000, but may consider any good offer. Call Brian or Ken Murray at 910-841-8470 (Jamestown) (12/96 TCC)

1976 TR6, Red w/Blk interior. What the car

HAS: excellent covn. top, new aluminum beauty rings for wheels, red line tires, new bushings, front shocks, rear springs, spin off oil filter, strong running engine, good clutch, salvage cylinder kit, interior in good shape, luggage rack, new Bosch platinum plugs, new R&L rocker panels and a roll bar. The car NEEDS: slave cylinder kit installed, new rocker panels put on, minor body work (nicks, a little rust, paint), and the two cross over frame members, just ahead of the rear suspension repaired or replaced (est. cost \$100 each). Car had been registered since 1991, took off registration fall '95. Call Jim at 508/881-6315. Asking price \$2500, however I would really like to sell it and not have to store it, therefore I will consider any reasonable offer. A little labor of love and a few dollars and this can be a very nice car. (Oct 96 NET)

## TR7s For Sale

1976 TR7. Not running. With factory air. \$395. Larry Sanderson, 612-775-6940. (12/96 MT)

1978 TR7 Coupe. Virtually rustfree. Excellent driver. Thoroughly gone through mechanically. Automatic transmission. Extra parts valued at over \$2,000 go with car. Pictures and parts lists available. \$1,300. Dave Wintz, (507) 387-2754 or (507) 387-2277 (2/97 MT)

1979 TR7. 64,000 original miles. Silver with tan interior. Runs well. Third owner, have detailed service records. \$2300 or best. Call Simon evenings at 909-878-3237. Big Bear (12/96 TRSC)

1980 TR7. Convertible. Needs engine transplant or head work. Make yourself a TR8! Tons of spares too! Really nice car, almost rust free, great top, many accessories. Gotta go! Reduced to \$1000!!!! Jamie Palmer, 919/639-4907. (Oct96 TCC)

1980 TR7. Convertible, \$2000 must sell, upgrading to a TR6, a woMAN's car. Sharon Kamholtz. 414/279-3307. (Oct96 ISOA)

## TR8s For Sale

1980 TR8. Immaculate condition. \$10,000 OBO. Gunther Hanke, 714/969-9014 (Oct96 TRSC)

## Spitfires For Sale

1966 Spitfire MkII. Complete car, rough and restorable. Wire and steel wheels, extra parts including transmission, hardtop. Car has been off road for 5 years. \$800 OBO. Call Hector at 508/454-3367 (Sep96 NET)

1969 Spitfire Mk III. 500 miles on rebuilt

trans and engine by KATS. Many other new parts. Yellow exterior, tan top. \$3500 OBO. Call Tim @ (303) 254-9808. (2/97 RMTC)

1971 Spitfire. Excellent to mint condition. 42K original miles, 2nd owner. White w/blk interior. \$5000. Call Tim at 617/547-2196 (Sep96 NET)

1972 GT6 Spitfire Conversion. Needs wiring finished and some body panels welded. Needs interior and top. Offer? Brian, (612) 536-0815. (2/97 MT)

1972 Spitfire. Frame good, decent paint, upholstery partly redone, needs new carpet. Has been in dry storage for 10 years. Runs. Grey & Black \$1100 - Harold Kind, 414/968-3640 (Sep96 VTOW)

1977 Spitfire. New top, boot, carpets, upholstery, seat cushions, Tires, hub caps, etc., etc., Nice car! \$4495. Brian Lowert (414)797-9656. (Apr96 VTOW)

1978 Spitfire. Recent Paint (Emerald Green), hardtop, recently rebuilt trans, overdrive, Weber, new top. Wife says she will ride with me if I get a bigger TR. This may be a mistake. \$4000. Tom Thomas, 815/758-0281. (Oct96 ISOA)

1980 Spitfire. Used daily. Runs good, needs minor work on paint, rust and mechanicals. \$2500 or make offer. Call after 7pm (ET) or weekends, ask for George. 508/346-8082 (Aug96 NET)

## GT6s For Sale

GT6+ (Basket Case). Started to restore but lost storage. Most parts restored and packaged for reassembly. Call with offers (whole or pieces). Contact: Piers 617-923-3028 (NET 12/96)

1972 GT6 Spitfire Conversion. Needs wiring finished and some body panels welded. Needs interior and top. Offer? Brian. 612-536-0815 (Mar96 MT)

1972 GT6 - Racing Green, original paint, 46,000 original miles. 414/644-0423 (Apr96 VTOW)

## Other Triumphs For Sale

1949 2000 ROADSTER. Very original. White with black interior. \$7900 or best. (805) 642-4246. (2/97 TRSC)

1963 Triumph Herald Convertible. Runs, has newer top. Best offer. Call Jeff at (402) 496-2006 (2/97 NTD)

1973 Stag \$9000. 48000 original miles. Well documented. 3rd owner. Automatic transmission. Brown with tan interior. Well

maintained. Good driver. Call 508/526-4724 anytime. (Oct 96 NET)

**1973 Stag.** Red with tan interior. Chevrolet V-8 conversion. Information on this car is reserved for everyone! Call Bobby Pass @ (919) 639-4907. (TCC 2/97)

### Cars Wanted

**1953-54 "Long Door" TR2.** Any condition between good original and fully restored, wanted for a permanent home. Mechanics not as important as body condition. Fair price paid for the right car. Thanks! Please contact Doug Taber at 408-375-8167. P.O. Box 337 Pacific Grove, CA 93950 (12/96 TCSC)

**1958 or later TR3A.** I am seeking a wire-wheeled car in good to excellent condition. Please call Skip Perlis at 818/244-3809. (Jun96 TRSC)

**TR3A or 3B.** Looking for a car in excellent condition. Don Murphy 818/703-8848. (Oct96 TRSC)

**TR3B.** Or possibly late TR3A by Ex-Pat Brit for fair-weather driving. Must be in very good condition with no rust. Telephone: 515/222-3065 (Iowa), or email: David.Hamblin@InternetMCI.com (Nov96 TTR)

**TR4 - TR6.** Want a turn-key TR4 to TR6, daily driver, to go to Texas with Andy Lindberg. Larry Sanderson, (507) 775-6940. (2/97 MT)

**Spitfire Mk I or MK II.** Car must be a driver or in better than driving condition. Call Wolf Toepel 508-369-5531. (12/96 NET)

**1973 Spitfire 1500.** Prefer running car with inspection valid through at least August 1997. Tom Marsh, (713) 781-2713 days, (713) 776-2856 nights or tommarsh@aol.com. (2/97 TTR)

**Spitfire Any Year.** In better than driving condition. Contact Andrew Lawson, 230 North St., N. Reading, MA, 01864 (12/96 NET)

### Parts for Sale

**Are Welder, Lincoln.** Model AC 225-S, Single phase 230 volts, 50 amps. \$100. Oxy-acetylene tanks, hoses, gauges, cutting torch, welding tips, etc. \$150.00. Call (414) 962-5031 (Apr96 VTOW)

**Bodies and Parts.** Two TR4 bodies. Spitfire parts car. 1974 TR6 for parts. Mark Brandow, 612/824-4155. (Nov96 MT)

**Bonnet for TR7/8.** (Part No. XKC 2242) with double center bulge, newly refinished in Leyland White. \$150. Spare wheel cover board (Part No. XKC 1558), brand new exact reproductions available for \$30.00. Many other TR7 parts as well Harris Shore 213-848-3070. (12/96 TCSC)

**Bumper Overrider, Tubular, Rear.** For GT6 Plus or Spitfire Mk3. Dealer Option. \$25 or trade for same item for GT6 Mk I, front or rear. Dave Fain (303) 987-1905 (2/97 RMTC)

**Carbs, Rare Weber.** TR250TR6 Weber manifold with three 42DCOE8 carbs, full linkage, airfilter housings (need only the foam elements). Rebuilt and ready to use. \$950. Also, for TR3/4 or Morgan, a pair of Weber 42DCOE8 carbs only, used. \$450. Doug Taber, P.O. Box 332, Pacific Grove, CA 93950. 408-375-8167. (12/96 TCSC)

**Dave's Place February Specials:** TR6 rear hubs, rebuilt, \$175 exchange. TR3 metal battery boxes, new, list \$61, no \$46. TR6 Hardtop, EC, \$700 OBO. TR3 and GT6 project cars available from \$1500. Spitfire Mk III tonneau, new, black \$100. Tons of NOS, new and used parts, Lucas/Girling suspension, etc... Dave, 919/430-1334. (Nov96 TCC)

**Exhaust Manifold for TR7.** Factory exhaust manifold and catalytic converter. Good condition. \$40 OBO. Jamie @ (919) 639-4907. (2/97 TCC)

**Fender, Front Left for TR6.** O.E.M. For 71-72. Still has Leyland sticker on it. Call Fourintune Garage, (414) 376-0876. (2/96 VTOW)

**Fenders for TR6,** new, both left and right for '75 and later TR6. Purchased new from the Roadster Factory (Part #'s XKC1811/12) in 1995. \$400 for the pair or \$250 ea. Or best offer. Will discuss delivery. Call Bob Vautin days: 207-775-8868 or eves after 7pm at 207-883-3969. (NET 12/96)

**Frame From Early TR6.** Dipped, stripped and professionally finished, self etching primer and top coat, straight (and always was), started this project and then moved to another one, \$950. Also Early Radiator, recently recored for \$190, sell for \$150. Early Radiator Shield sandblasted and primed, \$45. Shipping extra of course. Mike Geiter, 889 Ellynwood Dr., Glen Ellyn, 846/286-0413 days, 630/469-1431 evening. (Oct96 ISOA)

**Hardtop for Spitfire.** Needs good home. Nearly free to a good home. I need the space in my garage! Call Harry Cornelius at 303-840-2504. (12/96 RMTC)

**Hardtop for TR6.** Totally restored and re-conditioned. New headliner and seals. In primer. Will paint to whatever paint code buyer desires. \$850. Dave Wintz, (507) 387-2754 or (507) 387-2277. (2/97 MT)

**Interior, New, for TR6.** Maroon nautahyde, seats & 7 panels. \$200. Oliver McPherson 303-973-9855. (12/96 RMTC)

**Parts.** Many Triumph parts for sale. Wayne Morris. 612-464-1987 (Dec96 MT)

**Parts:** New baby demands quick sale of Spitfire Hts in time for winter. Factory HT for Mk IV/1500 with all glass/trim (GC) \$250 (new liner available). Aftermarket HT for Mk IV/1500, fiberglass, black vinyl, fully lined, \$100. Complete 78 Spitfire drive train (EC, 40k miles, willing to split up). 1500 Engine w/head. Gearbox. Rear Axle. Call Dave Vesel @ (919) 781-8912. (Raleigh, NC) (2/97 TCC)

**Parts for TRs.** TR3 and TR4 piston and ring sets: 83mm, 86mm and 87mm. All original A.E. brand. \$175 per set. TR3A brake and

clutch master cylinders original Girling \$65. TR3 and TR4 slave cylinders, original Girling, \$45. TR3A radiator cowl kit \$15. TR3A AMCO tonneau cover in white, new in box, \$90. TR6 Bentley workshop book (new) \$30. Spitfire Mk1 - Mk3 N.O.S. AMCO sun visor \$40. TR7 soft top with zip out window (new) \$140. TR6 water pumps (dual pulley) \$55. TR3 water pumps \$65. Michael Buonanduci. Phone 802/439-5815, Fax 802/439-5814. (Mar96 NET)

**Parts Collection, TR3.** Several complete engines and gearboxes. NOS starter and generator, NOS black tonneau cover. Terry Stokes (714) 841-8341. (2/97 TRSC)

**Parts for TR3A and TR250.** Bob Lee. 715/425-2580. (Dec96 MT)

**Parts for TR4.** Adcco 3/4 inch front sway bar, \$40. Amcco N.O.S. wind wings in original box, \$125. Metal dash vents, \$25. Doors in good rust-free condition, \$35 ea. Various other TR4 parts. Call with your needs. TR4 engine and transmission for rebuild, \$100 for both. Good original steering wheel \$25. Call Jack Emery 207/884-8523. (Nov96 NET)

**Parts for Spitfire.** Tan houndstooth upholstery kit. Fits late model Spitfire seats with headrests. New in box from British Victoria. \$200. Tan boot cover. Good condition, \$60. Black tonneau cover. Good condition. \$100. John Paone, (612) 588-2327 after 5 p.m. (2/97 MT)

**Parts, Various.** TR6 Hardtop, dark blue w/black \$450. Two Stromberg 175's for TR6 \$100. Two Stromberg 150's for GT6, \$100. Brabd new chrome header for GT6 \$100. 1974 TR6 5 cylinder motor w/head \$150. Most items are "O.B.O." and available immediately. Peggy L. Tiffany 815/627-9010, Earlville, IL or Jeff Rust 815/227-9710. (Aug96 NET)

**Tires.** Four Red Lines. Good shape. Best offer. One G800 Goodyear. Almost new. Best offer. Ed Wirtz. 507-835-3665 (Dec96 MT)

**Tires.** Two 185x15 Pirelli Cintaura. Thin whitewalls with raised white lettering. 9/32 tread left. Best offer. Russ Mattson. 612-869-3011 (Dec96 MT)

**Tonneau Cover For TR4A.** White, original equipment, good condition. Jim Larson, (612) 944-6064. (2/97 MT)

**Tools.** Waqnt original tools for TR3A. John Wilson, RRI 81M, Stoddard, WI 54658 (near LaCrosse). (2/97 MT)

**Wire Wheels.** Six 48-spoke wire wheels, set of four adapters, four 2-ear knockoffs. All look good, but in poor condition. Greg Gelhar. 612-424-6434 (Dec96 MT)

### Parts Wanted

**Bumper Front, for TR2/3, and attachment Hardware for TR2/early TR3** (under apron type). Pat, 713/664-5644. (Nov96 TTR)

**Console for TR4-TR4A.** These were made as an accessory a few years ago and are no longer available from the manufacturer. Call Kent @ 414/392-2559 (Nov96 VTOW)

**Front Spoiler for TR7.** (Part No. GLZ 610) in excellent condition. Please call Harris Shore 213-848-3070 (12/96 TCSC)

**Parts for 1960 TR3A.** Bell crank lever and a fuel stop tap. Call Phil 508-744-4255 (12/96 NET)

**Parts, Usable TR3A Body.** Or good parts car. Call 603/888-7464 or send parts list to Donald Kula, P.O. Box 7905, Nashua, NH 03060. (Oct96 NET)

**Seat Belt Buck Sections for 1975 TR6.** (Other years probably okay). Peter Conover, (713) 238-1445 (w), (713) 695-4343 (h). (2/97 TTR)

**Shift Tower.** For later (Single Rail) Spitfire overdrive transmission. Complete Transmission okay too if price is reasonable. Call Mike at (402) 344-8494 (Feb97 NTD).

**Tools.** Original tools for TR3A. John Wilson, RRI 81M Stoddard, WI 54658 (12/96 MT)

**Turn Signal Relay and Parts.** For 1952 MGTD. John Wilson, RRI 81M, Stoddard, WI 54658 (near LaCrosse) (12/96 MT)

**Wire Wheels for GT6.** Call Paul Repsher. (303) 254-9808. (2/97 RMTC)

### Miscellaneous

**Triumph Factory Advertising.** Manuals and parts books and memorabilia available. Call Jay at 401/295-5737 or e-mail jatriumph@aol.com. (Apr96-NET)

**1995 VTR Video.** For only \$15 you can have your own copy of the 1995 VTR Convention that ISOA hosted. The Convention was professionally videotaped, and then edited from 8 hours into a 40 minute finished product. This is definitely \$15 well spent. Send your check made out to ISOA to: VTR 95 Video, c/o Pyle, 320 N. Linden Street, Itasca, IL 60143.

**Badge "Triumph" for TR6.** Counted cross stitch now available for the TR6. Kits still available for the TR2, TR3, TR3B, and TR4 in red/black or blue/white. Kits include chart, floss and cloth. They are \$12.50 plus \$1.50 shipping. Available from Joyce Adams, 925 Acapulco St., Laguna Beach, CA 92651. 714/499-0107. A portion of the proceeds on each kit goes to TRSC (12/96 TCSC)

**Elkart Lake Vintage Festival Posters.** For only \$7.00 VTOW will send you the official color poster of the 1996 ELVF XII featuring two racing TR3s. Send you check to VTOW, %Kent D. Howard, W330 S3435 Bryn Mawr Road, Dousman Wisconsin, 53118-9719. Your poster will be sent in a mailing tube. (2/97 VTOW)

# Kansas City TRIUMPHS

## Officers:

Director	Jay & Laura Smith (816) 468-8483
Assistant Director	John & Nancy Mass (816) 452-9097
Secretary/ Treasurer	Ann Adkins (816) 415-9584
Publicity	Jay & Laura Smith (816) 468-8483
Newsletter Editor	Dan & Jen Heiman (913) 383-8976
Membership	Ann Adkins (816) 415-9584
Club Historian	Paul McBride (913) 441-0499
Technical Editor	Roger Hurst (816) 373-3100

## Classifieds:

**TR-6 Steel Wheels** - 2 "NEW" used. Blasted, 2 coats of matching paint and clear coated by professional painter. The Roadster Factory gets \$130 each for these - Make us an offer!  
--Woody Underwood/Greg Virant  
(816) 523-8356

**FOR SALE - 1964 TR-4** Red w/ Black interior, top and taneau. Good condition-\$6,000 OBO!!  
--Chrystal Oliver (913) 235-2303

**FOR SALE - 1977 TR-7.** White, hard top, red and black interior. Has not run for 10 years - needs care. Call for details.  
--Gerry Williams (816) 781-3576

Classified ads are free of charge to club members. Send or call your ad in to the newsletter editor.

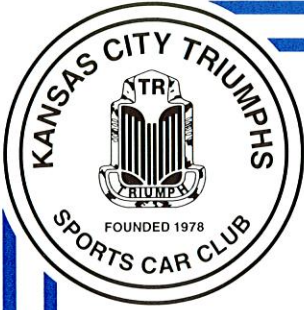
**HURST IMPORT SERVICE**



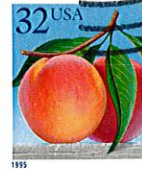
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TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7  
TR8 Spitfir TR3A TR3B  
TR4 TR4A TR8 Spitfire  
GT6 Stag TR4 TR4A  
TR5 TR250 e GT6 Stag  
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs  
Sports Car Club**

*Dedicated to the Preservation and  
Restoration of Triumph Sports Cars*

# KC TRIUMPHS

## Director's Notes:

Weather is getting warmer and the urge to dig out our LBC's is becoming stronger. Of course, living in the Midwest as we do, It may be nice today and below freezing tomorrow. Having attended two driving events this Spring, I have to admit that Mother Nature has been very nice to me so far. The first event this spring was the MG Endurance Rally put on by the St. Louis MG Car Club. This was a two-day driving event covering 500 miles each day through the back roads of Illinois and Missouri.

The day started cloudy and a little chilly (It was still March after all!) but ended up being nice and sunny, I've never attended this event before but it seemed like a good turnout for a March driving event in Missouri. There were 17 different British cars that started Saturday morning. I was driving my mother-in-law's 1980 MGB LE with 22,000 miles on the odometer. The event is not based on time or speed but simply the shortest distance between the check points. We were given a list of gas stations and the road intersections where they were located; that's it! It was up to us to find them on a map and find the shortest route to get to them all. The one with the shortest overall mileage over the course of the two days won the rally. I only competed (if you can call it that) Saturday but had a great time and would recommend it to everyone.

I wasn't the only KCTSCC member in attendance. Bob Allen showed up in this super-quick '69 MGC/GT. Unfortunately, Bob's care had other ideas and never made it out of the parking lot (except on a trailer) but that's a whole other story. Maybe Bob will have a few words about his ordeal that we can place in next month's newsletter.

Our other spring driving event (meaning we drove our cars to the event location) was our annual "After taxes wash, wax and tune-up session." Randy picked a gorgeous day to have the tech session that was at his house. Obviously, others thought it was a good day to get their cars out and get them ready for the spring driving season because we had 14 British cars show up for everything from tune-ups to some major hydraulic overhauls. It was great to see all the cars with the owners digging into them to get'em running right. Those that didn't have much work to do on their own cars, would lend a hand to help those that needed it. Ace mechanics John Maas, Bob Allen and Dick Woody, and many other were hard at work showing off their wrenching abilities. We had several comments that we needed to do this more often. I have to agree that working on these cars with a bunch of your friends is always more fund than working on them alone.

The women also showed up for a baby shower for Jennifer Heiman and Ann Adkins. We would really like to thank Randy and Ann for all their hard work in preparing and hosting these events. Especially with a newborn around the house!

Just on a side note: As many of you know Randy bought Bernie's old TR4. Well if you haven't seen the Bernie-mobile for a while, you may not recognize it the next time you see it. Randy has modified it to his own taste and style which meant adding on a bellowing Monza exhaust system and replaced the painted wire wheels with knock-off mini lights and wide tires. It really changes the looks of this car a lot! Bernie may have a heart attack the next time he sees it. -- Jay

## Past Events:

- ⇒ Welcome to our newest Club "mini-member" William Brandon Adkins, born on March 7th and weighing 7 lb. 10 oz.
- ⇒ **Soup 'n Stuff at the McBrides:** A big Thank You to Paul and Margaret McBride for opening up their home and garage (I'm still amazed that a garage can be that clean) and hosting this year's party. This club definitely knows how to cook!
- ⇒ **St Louis MG Club Endurance Rally:** The only participants from the KC Triumph Club were Bob Allen and Jay Smith and they were both driving MG's. However, neither of them finished the two day event. Maybe next year.
- ⇒ **Club Night Out: Bayou State Brewery:** Great fun and Cajun food was had by all, except for the newest club member, Brandon Adkins, who slept the entire time. Cameron Smith (8 months old) apparently likes older women as he couldn't stop flirting with Brooke Adkins (2 years old).
- ⇒ **All British Cruise Night: Oklahoma Joe's BBQ:** The Heiman's were the only brave soles from the KC Club to venture out on this potentially snowy day in April. Needless to say, we did not drive our TR3. It was good socializing with 12 other British car enthusiasts.
- ⇒ **After taxes Wash, Wax and Tune-up/Baby Shower:** We had a great sunny Saturday to work on our cars, have a baby shower for two of our members and eat some great food. Again, a big Thank You to Randy and Ann Adkins for allowing the club to use their house and garage.

## Upcoming Events:

- ⇒ **May 3, 8:30am- ??? - Apple Blossom Rally (Sponsored by the KC MG Car Club):** This is kind of a last minute addition , but the Kansas City MG Car Club has invited us along on a Rally on May 3rd. We will meet at Quick Trip in Platte City at 8:30am. From there we will drive (back roads of course) to St. Joseph, MO where we will participate with our cars in a parade followed by a car display. After the parade, we'll rally up to Rulo Nebraska for lunch before we head home. If you have any questions call Jay Smith at 468-8483.
- ⇒ **May 9th, 7-9 p.m. - All British Cruise Night, Oklahoma Joe's BBQ and Total Station, 47th and Mission Road:** Bob Allen has decided to organize an All British Cruise Night once a month at different locations around the Kansas City area. (Except this month. It is at the same place it was last month) He's doing all the leg work of finding different places and talking to the other clubs. All we have to do is show up, enjoy ourselves and lie about our cars. Oklahoma Joe's is offering discount food and drink to anyone wearing something British (i.e.; car/club logo, name tag, etc.)
- ⇒ **May 10th, 9:00 am - All British Swap Meet at Downtown Service Station, 14<sup>th</sup> & McGee, Kansas City, MO**
- ⇒ **May 12th-18th - British Car Week:** The Triumph News group on the Internet has decided to celebrate British cars by dedicating an entire week to them. The idea is that people will get out and drive their British cars as much as possible during the week to raise "British Car Awareness". So dig that car out and drive it.

## Upcoming Events Con't:

- ⇒ **May 17- "Chute-Out" in Chanute:** It's time once again for the Annual Chanute "Chute-Out". This has been an exciting event that has been held for the past several years and attended by the clubs hard core speed fanatics. Chanute has an airport runway that they allow us to drive our little cars down as fast as we want. A radar gun with a display board at the end of the runway keeps track of everyone's performance. Add in a Car Show, good eats and drinks and you can see why we attend this event every year. We'll meet at Hillside BBQ in Hillside, MO located 15 minutes off I-35 on 169 Hwy. Friday, May 16th at 4:30 p.m. to caravan down. Registration form is attached.
- ⇒ **May 28- Club Night Out at California Taquera Restaurant, 700 SW Blvd. 6:30 p.m.:** Here's another chance for us to sit around, eat some great food and talk Triumph! See you there! Point person: Cynthia Yen.
- ⇒ **June 13-15- Lake of the Ozarks trip:** Come join us for fun in the SUN (we hope) at the Inn at the Grand Glaize. We have a block of rooms reserved at the same rate as last year. (\$69 per night). Make you reservations by May 13th by calling (573) 348-4731. Make sure to mention you are with the KC Triumph Club in order to receive the rate. After May 13th, rooms will be subject to availability and current room prices. Also, we have requested lake view rooms, so be sure to remind them. If you are planning on caravanning with the group please meet at the Red Lobster parking lot by Bannister Mall at 9:00 am Friday morning. Join us for go-carts, shopping, great food and much more.
- ⇒ **June 20, 7-9pm - All British Cruise Night,** (location to be announced, so watch the "Fun on Wheels" section of the Kansas City Star)
- ⇒ **June 28-29 - Maas Madness Road Rally:** This is the second two-day driving event sponsored by the Maas' and the KCTSCC. The format is similar to last year's rally with good touring roads ending at a secret location for the night. For more details read all about it a little later in this newsletter.
- ⇒ **July 9-13 - Vintage Triumph Nationals Fort Worth, TX:** For the second time in three years the VTR National Convention is close enough to KC that we are planning on attending. If you've never been, it's a spectacular sight, seeing so many Triumphs gathered together in one place. For more details read all about it a little later in this newsletter.
- ⇒ **Summer '97:** The Kansas City Triumphs Sports Car Club formally challenges the Kansas City MG Club to a friendly (yeah right!) game of **softball**. If those MG folks can find a day sometime this summer where they can get a group of more than four people together at the same time, we'll play softball on the field of their choice. I'm sure they'll need a sunny day in the low to mid 70's, low humidity, and absolutely no chance of rain before they'll bring their cars out to the event. (The ones that run anyway.) We anxiously await a response to our challenge from the MG club!

## Welcome New Club Members:

Robert, Janet & Kristen Allen  
Kansas City, MO  
1975 TR6

Mac & Debbie Lanier  
Olathe, KS  
1976 TR6

Bill & Nancy Benjamin  
Shawnee, KS  
1974 TR6

Mike Moore & Jeanie Ferril  
King City, MO  
1960 TR3A

## All British Update:

### ***Kansas City All British Car & Cycle Association***

Steve Lopes, 1997 President  
704 Ohio, Lawrence, KS 66044-2364  
Voice: 913/842-7137 FAX: 913/242-5554 E mail: Slopes3688@aol.com

February 20, 1997

Memo to: Club presidents and delegates; newsletter editors

From: Steve 

RE: Highlights of the February meeting

Although mistakenly reported in the February 22 Kansas City *Star*, Fun on Wheels, we will be meeting **the third Monday of each month** for the rest of this year, not the fourth Tuesday. Still in Beamer's back room, 5908 Overlook Rd., Mission, KS.

#### **Feedback we need from your club:**

- How do you feel about the prizes (clocks this past year; plaques in the past)? Any suggestions from other events you have attended?
- We need volunteers to coordinate the publicity committee and the advertising committee responsibilities.
- Do you have any technical session suggestions with names of parties qualified to present?
- Please send me hard copy or e mail of marque logos, especially of older British models.

#### **Events:**

Roger Hurst's tech session had to be rescheduled due to illness. Show up at his place in Independence, 9 AM, Saturday, March 22.

#### **News from the February Meeting:**

We hope to have as the Saturday evening banquet speaker, an interesting Kansas City-area former British car dealer, racer and spanner. His stories should remind area enthusiasts of the good old days.

We are also negotiating the visit of a unique guest marque model, a "new" British car from the Sixties. Stay tuned for more information.



# Ten Years Ago:

Current members, Charles and Barbara Van Middlesworth, joined KCT in the Spring 1987.

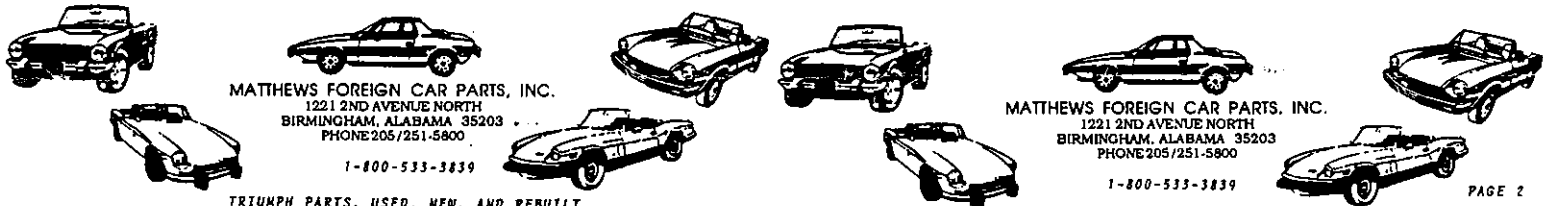
Pearson Body and Trim in Lawrence, was the site of a March excursion. We saw, vividly demonstrated, the "How to and How not to" of body work on a big Healy, a Porsche Speedster, a Jaguar E Type Coupe. After the tech session, a British double decker bus took us downtown for food and drink.

The 1<sup>st</sup> of May saw a British Car Swap Meet at Rick Torres' shop.

Newsletter editor Ricci Ballesteros, and Ken Regennitter wrote articles about their travails with Spitfire starter fitment and TR transmission work. Ken's article was entitled, "BIG HAMMER AND WOODEN DOWEL REPLACES 15 BRITISH TOOLS".

Put a Triumph in your day!

Paul McBride



**TRIUMPH PARTS, USED, NEW, AND REBUILT**

TR6 PARTS

GOOD USED TR6 HOODS	150.00
GOOD USED TR6 ENGINES	600.00
GOOD USED TR6 REAR ENDS	395.00
GOOD USED TR6 AXLE ASSY.	225.00
GOOD USED SET TR6 ORIG. WHEELS WITH LUGS, CAPS, TRIM RINGS (INCLUDES GOOD TIRES)	295.00
NEW TR6 1/4 PANELS	250.00
NEW TR6 LEFT FRT. FENDER	275.00
GOOD USED TR6 TOP W. FRAME	250.00
GOOD USED TR6 TOP FRAME	125.00
NEW TR6 DELUXE TOP, BLACK	265.00
GOOD USED TR6 ROLL BAR	50.00
GOOD USED TR6 DOOR GLASS	45.00
GOOD USED TR6 DOORS	125.00
GOOD USED TR6 DRIVESHAFTS	50.00
GOOD USED TR6 GRILL	50.00
GOOD USED TR6 PARK LAMPS	35.00
GOOD USED TR6 SIDE MARKERS	30.00
REBUILT TR6 CRANKSHAFTS	95.00
REBUILT TR6 CALIPERS	65.00ex
REBUILT TR6 BRK. MASTER CYL.	95.00ex
GOOD USED TR6 RADIATORS	125.00
GOOD USED TR6 CVL. HEADS, EAR.	175.00

GT6 PARTS

GOOD USED GT6 ENGINES	350.00
GOOD USED GT6+ AXLES	125.00
GOOD USED GT6 REAR ENDS	395.00
REBUILT GT6 4-SPEED OVD. GBX.	850.00ex
GOOD USED GT6 4-SPEED GBX.	395.00ex
GOOD USED GT6+ BUCKET SEATS	
GOOD COND. BLACK	150.00
GOOD USED GT6 REAR HATCH	125.00
GOOD USED TR6 DOORS	95.00

TR3/4 PARTS

REBUILT CAMSHAFT TR4	125.00ex
REBUILT TR4 CVL. HEAD	350.00ex
GOOD USED TR3 DRIVESHAFT	50.00

MORE TR3/4 PARTS

GOOD USED TR4 REAR ENDS	250.00
GOOD USED TR4 LF FENDER	125.00
GOOD USED TR3 EX. MANIFOLD	65.00
GOOD USED TR4 EX. MANIFOLD	65.00
GOOD USED TR4 DRIVESHAFT	45.00
GOOD USED TR4 FUEL TANK	95.00
GOOD USED TR4 DISTRIBUTOR	60.00ex
NEW AMCO 1142 TR4A TOP, BLACK	175.00

TR7/8 PARTS

TR7 CRANKSHAFT KITS	99.50
REBUILT TR7 5-SPD H/DUTY D/S.	175.00
NEW TOP, AMCO TR7/8 BLACK	235.00
GOOD USED MONZA QUAD EX. SYST.	75.00
GOOD USED TR7 EX. MANIFOLD	50.00
REBUILT TR7 BRAKE MAST. CVL.	85.00ex
REBUILT TR7 CALIPERS	65.00ex
GOOD USED TR7 4-SPEED GBX.	250.00
GOOD USED TR7 AUTO. GBX.	195.00
GOOD USED TR8 EX. MAN. LEFT	50.00
GOOD USED TR8 INTAKE W. CARBS	125.00
GOOD USED TR7 4-SPEED DIFF.	225.00
GOOD USED TR7 5-SPEED DIFF.	195.00
REBUILT TR7 CONN. RODS	25.40
GOOD USED TR7 HOODS	95.00

TRIUMPH STAG PARTS

GOOD USED STAG HARDTOP, YELLOW WITH BLACK HEADLINER	375.00
GOOD USED STAG TOPFRAME	250.00
GOOD USED STAG BLACK DR. PHLS.	40.00
GOOD USED STAG AUTOGBX.	195.00
USED STAG PWR. STRG. RACK AS/TS	150.00
GOOD USED STAG REAR END	450.00
GOOD USED STAG AXLES	250.00
GOOD USED STAG REAR BUMPER	125.00
GOOD USED STAG TAIL LAMPS	45.00
GOOD USED STAG GRILL	50.00
GOOD USED STAG HEADLAMPS	40.00
GOOD USED STAG PARK LAMPS	35.00

TRIUMPH PARTS, USED, NEW, AND REBUILT

STAG PARTS, CONT'D

GOOD USED STAG DRIVESHAFTS	50.00
GOOD USED STAG EX. MANIFOLDS	50.00
GOOD USED STAG EX. SYSTEM	75.00
GOOD USED STAG INTAKE W. CARBS	95.00
GOOD USED STAG DOORS	125.00
USED STAG HOOD SOME RUST	75.00
GOOD USED STAG RADIO CONSOLE	35.00
GOOD USED STAG SPEEDO HEAD	50.00
GOOD USED STAG TACH.	40.00
GOOD USED STAG GUAGES	35.00
GOOD USED STAG BLACK BACK SEAT	75.00
GOOD USED STAG GAS TANK	110.00
GOOD USED STAG WIPER MOTOR	55.00

SPITFIRE PARTS

REBUILT 1500 SPIT CONN. RODS	25.00
SPITFIRE 71 UP T/GEAR SETS	60.00
GOOD USED TRANSMISSIONS 71-74	275.00
GOOD USED TRANSMISSIONS 75 UP	375.00
GOOD USED 71 UP DIFFERENTIALS	295.00
GOOD USED AXLES 73 UP 1500	225.00
GOOD USED AXLES 70-72	125.00
NEW TOPS 71 UP SPITFIRE EARLIER TOPS IN STOCK, CALL...	175.00
GOOD USED TOP FRAMES 71 UP	150.00
GOOD USED BONNETS 71 UP	250.00
GOOD USED DOORS 71 UP	75.00
GOOD USED STEEL WHEELS 71 UP	25.00
WEBER CARB KIT CONVERSION KIT	395.00
REBUILT 1500 SPIT SHORT BLOCK	1395.00
NEW PISTON SETS W. RINGS 040 1500	125.00
REBUILT SPIT. 1500 CAMSHAFTS	75.00
SPIT 1500 CLUTCH KITS OH	110.00
REBUILT SPIT. 1500 CVL. HEAD	250.00
GOOD USED LONG BLOCK 1500 SPIT.	600.00
71 UP SPITFIRE GOOD USED WOOD DASH PIECE SETS	50.00
REBUILT BRAKE MAST. CVL. 76-80	95.00ex
REBUILT BRAKE CALIPERS 71-UP	59.50ex

MORE SPITFIRE PARTS

NEW EX. HEADERS 69 UP SPIT	110.00
GOOD USED SPIT SPEEDO HEADS	45.00
GOOD USED SPIT TACHOMETERS	40.00
GOOD USED SPIT GUAGES	30.00
NEW DASH COVERLAYS	45.00
GOOD USED TAILLAMPS 71 UP	25.00
GOOD USED DOOR GLASS 71 UP	40.00
GOOD USED HEATER MOTORS	40.00
CARPET KITS, BLACK 71 UP	145.00
GOOD USED FAN BLADES 75 UP	40.00
GOOD USED FAN BLADES PRE 75	25.00
GOOD USED RADIATORS 79 UP	95.00
GOOD USED GRILLS 71 UP	25.00
GOOD USED TOP BOOTS 71 UP	35.00
GOOD USED TONNOUE COVERS 71UP	45.00
NEW FIBERGLASS TUNNEL GBX.	59.50
NEW POINTS TYPE DISTRIBUTOR	175.00
ALLISON IGN. KITS	125.00
GOOD USED DECK LIDS	95.00
GOOD USED STROMBERG CARBS 70-76 SPITFIRE	95.00
GOOD USED FRONT BUMBERS 71-78	50.00
GOOD USED REAR BUMBERS 71-74	50.00
GOOD USED REAR BUMBERS 75 UP	100.00
GOOD USED SPIT SIDE MARKERS	30.00
GOOD USED OIL PANS	35.00
GOOD USED FRONT HUBS	50.00
GOOD USED A FRAMES	50.00
NEW CLUTCH MASTER CVL.	110.00
NEW SLAVE CYLINDERS	75.00
GOOD USED DRIVESHAFTS	50.00
GOOD USED PARKLAMPS	35.00
GOOD USED HEADLAMP ASSY.	40.00
NEW HAYNES SHOP MANUALS	15.00

USED PARTS WARRANTIED 30 DAYS. NEW PARTS ONE YEAR, REBUILT PARTS 6 MONTHS. USED PARTS RETURNED ONLY IF DEFECTIVE, OFFERS EXPTRE 1998...

JAGUAR LANCIA VOLVO ALFA ROMEO  
MG YUGO SAAB FIAT TRIUMPH

JAGUAR LANCIA VOLVO ALFA ROMEO  
MG YUGO SAAB FIAT TRIUMPH

INDIANA BRITISH CAR UNION

# THE LONDON TO BRIGHTON RUN

Saturday June 14, 1997



On November 14, 1896 the first London to Brighton Run was held in England to celebrate raising the speed limit from 4 to 14 mph for horseless carriages. On Saturday, June 14, 1997 the Indiana British Car Union celebrates the one hundred first anniversary of this prestigious event with a fun rally/tour for all British cars. The 150 mile route covers Central Indiana and Ohio from London to Brighton. It has no timed stages, check points, tricks, traps or driving skill sections and it is impossible to go off course. But, it won't be dull and you will be challenged! Or if you prefer, just follow the route and have a leisurely drive and evening meal with friends.

**Start:** Triton Central High School, London, IN

**Time:** 9:00 am, first car out 10:00 am

**Finish:** Brighton, OH

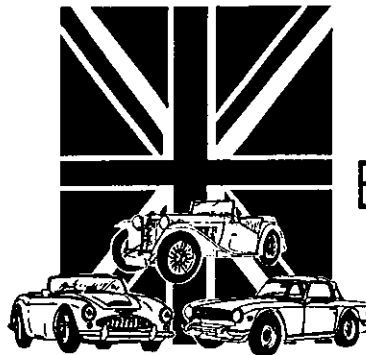
**Awards Banquet/Presentation:** Fairborn, OH at or about 5:00 pm.

Awards for highest scores, oldest finishing car and ???

**Fee:** \$30 (\$35 after June 2) includes registration, maps and instructions, awards banquet for two people. Additional meals available @ \$15 ea.

**For additional details and registration forms, contact:**

Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280  
or call Brent Porter (317) 357-8641.



INDIANA BRITISH CAR UNION  
PRESENTS:

## INDY BRITISH MOTOR DAYS

Featuring Austin!

SEPTEMBER 26 - 28, 1997

**WHAT:** The best multi-marque British car show and swap meet in the Midwest keeps getting better! Sunday, a people's choice concours d'elegance with awards of merit, dash plaques for the first 300 cars, door prizes, the best food possible with "Diamond in the Rough" class for those who feel that *show* is a four letter word.

Back by popular demand, the night before the night before Friday evening at the Brickyard Crossing Inn with expected Hoosier hospitality. Then Saturday morning drive around the famed 2 1/2 mile oval "Brickyard" track in your British car followed by a fun rally topped off by an awards banquet. Then the traditional night before at the Brickyard Crossing Inn. Munchies and liquid refreshment available. Back this year - featured marque, Austin! Exclusive Healey, Metropolitan, Mini, etc. classes. Others remain random, except Rileys, of course.

**WHERE:** Yet another new, exciting location! The Indianapolis Motor Speedway, home of the Indy 500 and Brickyard 400. How can we top this?

For additional information, or to pre-register contact: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 or call Brent Porter (317) 357-8641

TR4



## **MAAS MADNESS ROAD RALLEY**

The **SECOND TWO- DAY DRIVING EVENT** sponsored by the Maas' and the Kansas City Triumph Sports Car Club will be held on **JUNE 28-29, 1997**. The format is similar to last year's rally. Meet at the **MAAS BUNGALOW** at Saturday morning at **8:00 a.m.** We then drive to a secret location for the night. On Sunday we drive some more in the morning, have an **AWARDS BANQUET LUNCHEON** and return to K.C. by mid afternoon. Interspersed with all this driving are two other favorite activities: **SHOPPING AND EATING!!!!**

This year's rally will consist of a **TIME/SPEED/DISTANCE EVENT, TOURING** on some of the most **SCENIC** and sometimes **CHALLENGING ROADS** in the Midwest! We had to cancel the Gimmick Rally because there are no signs. Not just a lack of road signs there are few signs of humanity except for miles of unmarked, shoulder free, winding asphalt. This is not a trip for the weak or agoraphobic.

Hey! Enough reading and promoting. If you've been on the Maas Madness then you know how it is and you will be coming back. If you haven't--**SIGN UP AND TRY IT!** You'll have an adventure to talk about **ALL SUMMER!**

### **DETAILS:**

**MEET:** Saturday, June 28th, 8:00 a.m. at the Maas'. 5740 NE Wilson BLVD. K.C., MO

**RETURN:** Sunday, June 29th, 3:00 p.m. or so.

**EVENTS INCLUDED IN ENTRY FEE:** 2 Continental breakfasts, Saturday Evening Pizza, Sunday Awards Banquet Luncheon, Time/Speed/Distance Rally, Scenic Cruising, Souvenirs, Prizes, Photo Opportunities, as much fun as two people can have with a car in two days.

**COST:** \$100. for two people/ \$80. for one person.

**OPTIONAL ACTIVITIES NOT YET FINALIZED:** Antique Shopping, Outlet Malls, Salvage Yard Tours, Track Time, Clandestine Nite Runs, Triumph Tech Sessions, Post Rally Bar-b-Que., other surprises to unbelievable to put on paper!

We are **LIMITED** to a certain number of clean rooms so **CALL 452-9097 by MAY 4th !!**

## Chanute "Chute Out" 1997

by Robert Allen

Steve Fickel would like everyone to know that the Chanute "Chute-Out" is on for the 4th year. This will make the third year I have attended. The "Chute-Out" the last couple of years has topped my list for "most fun" and "most relaxing" of all the car adventures I take. If you haven't been before, you might consider marking this one on your calendar.

The centerpiece of the event is that Steve blocks off the taxi-way at the local airport and lets us wind up our little cars for 5/8's of a mile to see what they can do. Last year, with a stiff tailwind, my 1969 C/GT managed 108 miles per hour. What a hoot in Chanute!

Don't be put off if flat-footing your little pride and joy ain't something you feel the need to do. The airport shenanigans are only Saturday morning and there are always folks that just show up to spectate. We spend the rest of the day in beautiful downtown Chanute with a car show, Antique junket, and leisurely lunch, with plenty of time for social chit-chat and lying about your adventures.

After a little freshen-up back at the hotel, we'll meet downtown again for a group dinner and awards presentation. Just before dusk we take a short drive

along the river bluffs and then we retire to Jesse's where some of the less-reputable British Car Clubs demonstrate their considerable drinking talents.

This year, Steve is also planning an event Sunday morning. After breakfast we'll have a combination driving skills test and funkahana. It is patterned after an official Austin Healey driving competition so you can be assured that no harm will come to your car and it will be run really, really slowly.

The event is the weekend before Memorial Day, May 16th through the 18th. If you are from Kansas City, you might consider caravanning out with the contingent from the Kansas City MG Car Club. We start from Hillsdale Bar-B-Que in beautiful downtown Hillsdale. Show up by 4:30 and knock back the trail dust and the caravan will aim south a little after 5PM.

Chanute is in east-central Kansas right off highway 169. Hillsdale is 15 minutes below I-35 on highway 169. Fill out the registration form and send in your money. Steve is hoping for a big turnout and he is promising warm, sunny weather again this year.

Call me at (816) 734-9004 if you are going to drive out with us and check Cecil Kimber's hotline at (816) 734-9091 for last minute changes. You can also get hold of me at [boballen@sky.net](mailto:boballen@sky.net). See'ya down the road.

# 4th Annual Chanute "Chute-Out"

## All British Car Show and Driving Event!

May 16th - 18th, 1997, Chanute, Kansas

Hotel: The Holiday Park Inn 3030 S. Sante Fe, (316) 431-0850 Under \$50 ** AAA & ARP Discounts	FRI 5 - 9 Hotel check-in, hospitality at the Art Gallery
<b>Registration Form</b>	SAT 7 - 9 Pancake breakfast at Airport
Name: _____	9 - 12 "Chute-Out" at Chanute Airport (timed 5/8 mile speed run)
Address: _____	noon Lunch at Airport or Downtown
City/State/Zip: _____	1 - 3 Downtown tour and show
Phone: _____	5 Dinner & Awards
Car Make/Year: _____	8-?? Partying at Jesse's
	SUN 9 Breakfast
	10 - 12 Driver's Skill Test / Funkahana

Car Registration Before May 1st: \$12.00 \_\_\_\_\_  
Car Registration After May 1st: \$15.00 \_\_\_\_\_  
Dinner Registration (Each, first 85): \$10.00 \_\_\_\_\_ Total: \$ \_\_\_\_\_

Make Checks Payable to Chanute Automobile Club  
Return to: Stephen Fickel, 402 So. Lincoln, Chanute, KS 66720  
For more information call Steve at (316) 431-0515

Sponsored by KC Austin-Healey Club & Chanute Automobile Club



## *Tentative Schedule of Events*

### Wednesday July 9, 1997

Registration 12 noon-7 pm  
 Tech Inspections  
 \*Funkhana 3-6 pm\*  
 Welcome In Pool Party 7:30-10 pm  
 Photo/Art/Craft Display

### Thursday July 10, 1997

Tech Sessions: 8-9 am (carb), 12-1 pm (dash)  
 \*Autocross 9 am - 4 pm\*  
 \*Granbury Rallye 1:30 pm\*  
 VTR Meeting 6-8 pm  
 Auction 8 pm  
 Photo/Art/Craft Display

### Friday July 11, 1997

\*Sundance Historic Shopping Rallye 10 am\*  
 Tech Sessions: 8-9 am (o.d.), 9-10 am (dash)  
 \*TSD Rallye 8 am\*  
 Panoramic Photo 6 pm  
 Stockyards/Billy Bob's Event 5 pm  
 Photo/Art/Craft Display  
 Vendors

### Saturday July 12, 1997

Judges' Breakfast 7 am  
 Concours d'Elegance/Participant's Choice 8:30 am  
 Photo/Art/Craft Judging  
 Internet Forum 2-3 pm  
 Autojumble 10 am - 4 pm  
 Awards Banquet 6 pm  
 Vendors



[Back to the VTR National Home Page](#)

For convention information contact Jim Gambony: <mailto:rrtc@imagin.net>  
 WebMistress Susan Hensley: <mailto:susan@grotecon.com>

**BRITISH SPORTS CAR  
RESTORATIONS**

3302 Fawnway Drive  
Murrysville, PA 15668

Phone/Fax 412-327-9415  
e-mail lrobertp@usaor.net

**Guaranteed savings of 15% to 30% on British auto parts.**

**Never pay retail prices again. Order now and receive a FREE gift.**

Dear Jay:

Are you and your club members tired of paying so much for parts and accessories for your British cars? British Sports Car Restorations **guarantees you savings of 15% to 30% below retail prices on parts for TRIUMPH, MG, JAGUAR, and AUSTIN-HEALEY.**

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# Kansas City TRIUMPHS

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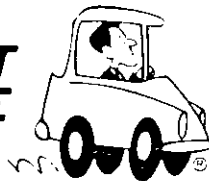
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TR8 Spitfir TR3A TR3B  
TR4 TR4A R8 Spitfire  
GT6 Stag TR4 TR4A  
TR5 TR250 e GT6 Stag  
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs  
Sports Car Club**  
*Dedicated to the Preservation and  
Restoration of Triumph Sports Cars*



# KC TRIUMPHS

July - August 1997 Volume 19 # 4

## DIRECTORS NOTES:

Well, we are getting into the heart of the driving season and we have already had some great events this year. Last month was the annual 'Chute-Out in Chanute' All British Car Show and Timed Speed Run. Since Randy and I were the only ones going from the Triumph Club in the Kansas City area, we decided to join forces with the Kansas City MG Car Club. We met at Bob Allen's house in KC North where we had Randy Adkins (GT6), Diane Cotten(MGB), Bob Allen (C-GT) and myself (TR-4rd) to start the trip. After a quick stop at the dog kennel to drop off Bob's dog we turned south to meet Bob's wife Janet at her place of employment. Janet was driving the new family acquisition, a 1975 TR-6. Bob and Janet recently drove this car back from Arizona where they purchased it and almost the entire trip was on back roads with the top down. You got to give 'em credit for that.

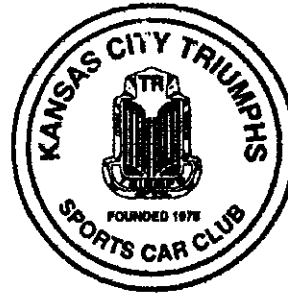
Next stop was the BBQ restaurant in beautiful Hillsdale KS. Just before we got to the restaurant we saw a

Lotus Super 7 replica being pulled on a trailer. Now this was not something you see everyday and Randy and Bob went over to talk to the folks and find out where they were headed. Turns out that they too were on their way to Chanute. Well, as you know Randy and Bob are both a little shy. But somehow, through their primitive communication skills, they managed to talk those fine imitation Lotus owners into having dinner with us. This turned out to be a very wise move on Randy's part as you will read later. The owner of the Lotus' name was Tim McCracken and it was being pulled by his brother Pat McCracken and his big Ford Truck and trailer.

After dinner we headed south on 169 to Chanute with Bob up front in his C-GT. Bob was setting a nice pace and we were all enjoying a nice cruise along the road until we entered the little town of Iola KS. All of a sudden Randy dropped from view and was nowhere to

"Randy's smile disappeared by the time we reached Chanute as he emerged from the car a ghostly white."

"Dedicated to the Preservation and restoration of Triumph Sports Cars"



### JULY - AUGUST EVENTS:

#### JULY 1997

- o 9-13th - Vintage Triumph Nationals
- o 18th - All British Cruise Night
- o 26th - Annual Liberty Cruise Night
- o 27th - Triumph vs- MG Softball Challenge

#### AUGUST 1997

- o TBA - Annual Arrow Rock Camp Out
- o 16th - Sonic Cruise Night
- o 29-30th - KC All British Meet

=> Details pg. 4



be found. I didn't have a CB in the TR-4rd and wasn't sure what had happened until we stopped just up the road in the local McDonalds. Bob got on the radio and called back to Randy and got the scoop. Seems that as Randy was coasting down to the required in-town speed limit, the GT6 simply quit running. After some quick poking and prodding around the engine, it was determined that the timing chain was broken, or something along those lines. The motor would still turn over, but the distributor wasn't rotating one inch.

Well lucky for Randy that trailered Lotus driven by the McCracken brothers was following close behind. They agreed to pull the Lotus off and put Randy's broken GT6 on the trailer for the rest of the trip to Chanute. Randy wasn't even too upset about the GT6 and I was pretty sure I knew the reason. As he pulled into McDonalds he was riding shotgun in the Super 7 and grinning from ear to ear. Randy tried to talk Tim into letting him drive the car, but Tim thought it best that Randy just ride along as an observer. Randy's smile disappeared by the time we reached Chanute as he emerged from the car a ghostly white color. This is not a side of Randy that you see very often, but the power of the Super 7 appeared to make Randy a little

(Continued on page 2)

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**Directors Notes Continued..**

*(Continued from page 1)*

that you see very often, but the power of the Super 7 appeared to make Randy a little queasy. As we stood around allowing for Randy's color to return, we got a good look at the car that put a little fear into the fearless one. This Lotus was actually produced in South Africa and titled a 1996. It had a modified Rotary engine putting out somewhere in the neighborhood of 250hp. Not bad for a car that weighed just 1100 lbs. The engine red-lined at 10,500rpm and had a switch on the dash that would open a valve in the exhaust and dump it right out the side of the car by-passing the mufflers. Very slick!

The next day at the track we were set up for top speed runs with blue skies and a nice tail wind.

There were about 30 British cars at the this year and as usual, Steve and Alicia Fickel put on a wonderful event that was well organized and as fun as ever.

spent tearing down the Chanute runway trying to get and hit that top speed and manage to stop before seemed to be my biggest problem. Bob Allen speed of 103mph. Janet took the TR-6 up to 92 had driven to Chanute the night before, pushed his Charlie usually has a track meet on the Friday of and doesn't make it down until very late in the year arrived about the same time as the rest of us time to head to the local tavern for a mean game of board. Other KC Triumph Club members were Jan drove their blue Spitfire. They drove it all the way when it got to the track it didn't move an inch. I'm nurse Karen is always ready with aspirin in hand for fun the night before. The TR-4rd loped down the track at 124 mph and was still pulling hard when I

crossed the line, but I needed the entire shut-down area to get the beast slowed back down to sub-sonic speeds. What a rush! Poor Randy had to sit all day and watch as the cars raced up and down the track. His car did make it to the track because the McCracken brothers left the GT6 on the trailer and drug it to the Airport.

Well Randy finally got to have his fun when he talked Pat McCracken into pulling the GT6 down the track with the car still firmly strapped down to the trailer. He even talked me into riding along in the passenger seat to keep him company. With helmets on we prepared for our flight. This was definitely a photo opportunity. Randy had to catch himself a couple of times trying to steer the GT6 as the truck turned in front of us. "No Randy, no matter how much you turn the wheel I'm pretty sure we're still going to follow that truck in front of us." Truck, trailer and car went through the traps and a blistering speed of 78 mph.

The Lake of the Ozarks trip was also a big success this year. Not because of the number of Triumphs in attendance, but because the weather cooperated much better than last year. We had four couples with four Triumphs on the trip this year. Charlie/Melanie (Spitfire), Randy/Ann (TR-4), Brad and Tammy (Spitfire) and Laura and myself (TR-4rd) Brad and Tammy were new this year and made the trip in a Triumph graciously loaned by Randy. Tammy is Randy's younger sister and she brought along "The guy only know as Brad" (inside joke) who is also her fiancée. It rained on us most of the way down and to make matters worse Randy and I didn't have wipers in our TR4's. We loaded up the Rain-X on the windshields and made the trip just fine. We even stopped by Herb and Wanda Moore's house in Windsor Mo. for a short chat. Herb took the men out back to show us how he'd cleaned up his workshop. The workshop looks like a very nice small barn with his TR-3 downstairs and enough Triumph parts upstairs to open a small business. By the time we were heading out to dinner Friday night the rain let up and we had a good evening of eating, go-cart racing, etc. We even made it down to the "strip" and goofed around for a while. We stumbled upon this ride called the Apollo Moon Shot that appeared to be a bungee jump in reverse. Two giant towers had bungee cords draping down to a chair like devise that held two people. After you were strapped in, the operator would stretch out the cords while the chair remained locked in position. When the bungee cords were fully stretched the operator would throw a lever and launch the chair and its crew into the air, twice as tall as

"His car did make it to the track because the McCracken brothers left the GT6 on the trailer and drug it to the Airport."

Much of the morning was the most out of our cars you ran out of track. This pushed the C-GT to a mph. Charlie Hoch, who little Spitfire to 91 mph. Chanute evening. However, this Friday night with plenty of shuffle and Karen Berry who from Arrow Rock Mo., but glad they make this trip as those that had too much

*(Continued on page 3)*

## Directors Notes Continued...

(Continued from page 2)

the towers. Then after some nice tumbling and spinning they would come screaming back to earth and then continue to bounce up and down for the next few minutes. Several in the group rode it and said it was a blast. I was about to go for a ride but Laura decided that it was best for me to keep my feet on the ground. I'm not sure if it was because of the ride itself, or the \$20 bucks per person to get on it!

Saturday the weather was excellent and we boated down to "party cove" to take in some of the scenery and down a few beverages. The ladies sunned themselves on the boat while the men sat on life jackets in the water and watched as huge boats filled with scantily dressed women passed by. We did try to swamp the pontoon a couple of times on the way back playing around in the main channel, but after some disapproving looks from the ladies our fun came to an end. Of course that night the guys had to prove themselves on the go-cart track again. We were having a great time until the ladies joined in and showed us they knew how to drive too. Great fun!

Sunday was beautiful as well and the drive back to the city was fine until just before we got home where we ran into more rain. For those that didn't go, you missed out on one of the best trips we've had to the lake. Anytime you get to go to a 4 star restaurant and here Randy yell "BOOGER", you know you're having a good time. (I'll let Randy explain that one.)

-Jay

## Editor's Comments...

By now, being the keen observationalist's I know you all are, I'm sure everyone has noticed the NEW, first time ever, newsletter format. Thanks to the ingenuity of Bill Gates and others of the like, the "KC Triumphs" has entered not only a new era in print media but, yes, electronic publication as well. Confused? Well, after *many* trials and tribulations with my keyboard and mouse, I would like to take this opportunity to welcome each and everyone of you to "our" new TR communications vehicle and I encourage any and all computer hackers to visit our future web Page. Stay tuned...

Not only is the newsletter getting a design overhaul, I am planning a philosophical overhaul of the content as well. And that's where the "our" part from above comes into the picture. I would like to challenge each and everyone of you reading this publication right now to get involved. We are all part of this organization because of something we all love to do, drive and enjoy our individual Triumph Sports Cars. The key term above is individual. Although many of us share a drive from time to time or a good "wrenching" together, many of our TR activities are done on our own. In addition, one of the things I have learned from being around British Sports Car fanatics is how much we all love to talk about our prized possessions. With the above in mind, lets not assume everyone knows all there is to know about our individual sports cars or Triumph's in general for that matter. Let's draw on the vast experiences of the 100+ individuals who receive this publication and

share our insights, tips, memories, trials, tribulations and whatever else you feel would be of interest to other TR enthusiasts by getting involved in "our" newsletter.

I personally have never edited, written or designed any publication prior to this one, but I am learning. The reason I tell this is to let you know it won't be difficult to help. Hell, if I can do this stuff anyone can. All I am asking is for you to take a few minutes and jot down your thoughts regarding a funny story, tech tip, an idea, whatever and call me. You don't even have to be a computer hack - write it down, type it, clip it or E-mail it. It doesn't matter!! Just get it to me for the next news letter.

I am very encouraged about this method of sharing our experiences with one another and look forward to receiving something from ALL of you! I certainly will understand if I do not hear from everyone this first month but PLEASE keep me in mind on your next Triumph adventure.

Finally, If there is anyone who might have an idea for a bi-monthly (not much of a time commitment) column or article and is willing to step on the throttle and help fill in the gaps of "our" publication, that would be GREAT!!! Just let me know.

If nothing else, everyone has an opinion and I am very open to hearing yours so please call me if you have any positive or negative feedback regarding the NEW newsletter. Looking forward to hearing from you all very soon.

-Dan Heiman (913) 383-8976.  
Editor - KC Triumphs

"Let's draw on the vast experiences of the 100+ individuals who receive this publication and share our insights, tips, memories, trials, tribulations and whatever else you feel would be of interest to other TR enthusiasts by getting involved in"

## Upcoming Events...

### ◆ July 9-13th - Vintage Triumph Nationals:

For the second time in three years the VTR National Convention is close enough to KC that we are planning on attending. If you've never been, it's a spectacular sight seeing so many Triumphs gathered together in one place. We seem to once again have a large number of Triumphs making the trip to Dallas/Fort Worth for a National Convention. Two years ago the Kansas City Triumphs made quite a presence at the Convention in Rockford. We are planning to meet at ?? Wednesday morning at ?? in ???. Get your car ready for a long trip and some possible very hot weather. We will be driving down the interstates to arrive as quick as possible, but we'll be traveling at a reasonable pace for those without over-drive cars. If you haven't signed up yet don't worry about it because you can easily sign up once you arrive in Texas. If you are planning to go on the trip give Jay Smith a call at 468-8483 so we know whether or not to look for you Wednesday morning. If you've ever thought of attending a National Convention, then this is the one to go to. Who knows when it will be this close to Kansas City again!

### ◆ July 26th - 5:00pm - Liberty Cruise Night:

Come out and see how other enthusiasts enjoy their cars. You will be amazed at the quality and craftsmanship of these "hot-rods" and "customs". This has been a fun event the last two years so why not do it again? It's at a new location this year too! Located at the McDonalds on Hwy 291 (by old Wal-Mart Bldg.) 1 mile south of 152 Hwy. We try to arrive a little early so arrive a little early so we can all park together. Point Person: Jay Smith (468-8483)

### ◆ July 27th - TR -vs- MG Softball Challenge:

The Kansas City MG Car Club has accepted our Softball challenge. They have set a date of Sunday July 27th. (More details on pg. 6) Dig out your ball glove and start preparing for a "Triumphant" victory!

### ◆ August ?-? - Annual Arrow Rock Trip:

Those fine folks in Arrow Rock, Jan and Karen Berry, have invited the club to another camp out in their fine town. We've had a little trouble with rain and temperature the last couple of times we've attended this event, so we've pushed the date back to August so we're at least guaranteed of warm weather. See how much camping equipment you can stuff in the trunk of your Triumph and come out and join us. Point person: Jay Smith (468-8483)

### ◆ August 9th - 6:00pm - Sonic Cruise Night and Drive-In Movie:

Susquehanna Sonic at 17831 E. 24 Hwy. in Independence. (about 1 mile east of 291 on 24) Together with the Kansas City MG Club, we're going to have a Cruise Night starting at 6:00pm. We'll look at all the cars, eat our burgers and fries, and then decide which Drive-in movie to attend. Point Person: Jay Smith (468-8483)

### ◆ August 29 - 30, Kansas City All British Car and Cycle Show:



## Past Events

### ◆ Apple Blossom Rally:

This turned out to be a great day for those that participated. Randy Adkins, Bob Allen, Janet Allen, and Jay Smith attended the event sponsored by the MG Car Club. The day started off with a drive down back roads to St. Joseph Mo. for the annual Apple Blossom Parade. The cars were a big hit and at least we were ahead of the horses! Bob Allen seemed to get comments about his car that ranged from one end of the spectrum to the other. After the parade it was off to Rulo Nebraska for a late lunch. Thanks again to Diane Cotton and the rest of the KCMG Car Club for putting this event together.

### ◆ All British Cruise Night, Oklahoma Joe's BBQ:

We had another good Cruise Night with around 15 British cars showing up. Thanks to all who participated.

### ◆ Club Night Out at California Taquera Restaurant:

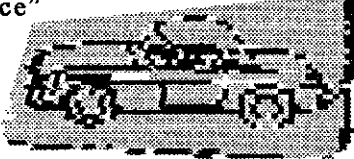
This was a good turn-out for the number of members that showed up at the restaurant even if the number of British cars that showed up was a little thin. No matter, we had good Mexican food and drink with close friends. Thank you Cynthia for setting up the event! This club loves its food!

# 10 Years Ago...

By Paul McBride

The annual lake trip was hot and uneventful with no breakdowns. Ric and Diane Curtiss finished their TR3 in the nick-of-time with the help of Brent Harrison. An excellent dinner at Bentley's, followed by late night dancing at Jackson Hole concluded the Saturday activities. Most went home on Sunday, but a few of us stayed an extra day and participated in the "race"

back on Monday morning..... always a highlight on the Missouri back roads!



Put a Triumph in your day!

Paul McBride

## NEXT MONTH

Starting in next months newsletter, I would like to begin having a "Featured Car of the Month" section. Each newsletter would feature a different club members car basically showing off your favorite photo and giving a bio on the cars history. In order to get the "wheels" rolling, I plan to feature my car in the September/August newsletter. I'm hoping this will serve as a good example to what I have in mind. Let me know your thoughts?

Also, If anyone has other ideas along these lines, let me know! Remember, this is our newsletter.

# TR -vs- MG Softball Challenge!!

In last months newsletter, we issued a challenge to play a friendly game of softball with the KC MG Car Club. Their reponse, dated Friday, June 13th, 1997 is below:

**To the members of the Kansas City Triumphs Sports Car Club:**

"We, the members of the Kansas City MG Car Club, do hereby accept your challenge to a softball game this summer.

As per your suggestion, we are setting the date to be Sunday, July 27th at the hour of 1:00 p.m. and the place to be Hawthorne Parke in Leavenworth, Kansas (directions below).

In conjunction to accepting your challenge, we would like to extend an invitation for members of your club to make up their loss at a re-match on September 14th at the KCMGCC Birthday Picnic. Bring your balls!!"

Sincerely,  
Janice Langham  
Event Chair

Well, it appears our challenge has been answered! I don't know about you, but it doesn't appear the MG club is batting a thousand since we've already been asked for a "re-match"? Therefore, we need to show up in full force and KICK SOME MG "REAR END"!! Being a softball person myself, I will be glad to take the lead on this one. If you even own a ball glove or better yet, actually play softball and would like to participate, please let me know ASAP. If I know who and how many are interested, maybe we can sneak in a practice... Call Dan Heiman @ (913) 383-8976 if your interested.

Play Ball!



## ON GAME DAY

The MG club was kind enough to send a map to the park along with their acceptance letter. Therefore, lets tentatively meet at I-435 and Leavenworth Road @ 11:00 and we can all drive up together. Since I haven't a clue if there is a meeting place at this intersection, we need to keep our options open. Stay tuned...

# "The Legend That May Yet Triumph"

An article from "The Daily Telegraph" Saturday 23 November 1996

As this weekend's Classic Car Show celebrates the famous marque, Giles Chapman wonders if the name might make another comeback

If I had hoped for an afternoon of rose-tinted nostalgia with Harry Webster, I was to be disappointed. The man who masterminded some of the best-loved British cars of all time declared himself strictly a pragmatist.

"If you're in business, whether you're making furniture or selling fish and chips, you're doing it to make money, to make a profit," he said. "If you don't, you go to the wall. If Rover thinks reviving the Triumph name will help it sell more motor cars, then fine, let's do it. Otherwise, forget it. I'm not sentimental about cars in that way."

I had asked the man who created the Triumph Herald, Vitesse, Spitfire, GT6, 2000, 1300, many TR sports cars and the Stag to cast his eye over a sheaf of press reports speculating on the return of Triumph. It appeared that a mole at Rover, now the domain of Germany's BMW, had been eavesdropping at one of the company planners' brain-storming sessions. The focus, not unnaturally, was "bums on seats" - how to sell more cars and take up the slack in Rover's under-utilized factories. Yet chatter had turned, tangentially, to what might be stored away in the company's attic.

The planners knew Rover possessed a trunk somewhere in which old vestments of empire had been packed away. Once located, the heirlooms were passed round the table - a sort of antiques roadshow, you might say.

Among the hallowed marques, some, like Morris and Austin, would never be fashionable again and needed to be sent straight to the nearest charity shop. Others - Wolseley, Riley, Vanden Plas - had touches of splendor but fell apart when touched; you could never sell them to anyone again. Odds and ends such as Austin-Healey were sexy but frayed.

At the bottom of the trunk, though, was a real treasure: unfaded, much loved, universally appreciated as sporting and attractive. Out of its tissue paper and paraded with pride, it was agreed that Triumph could be fashionable once more.

The mole scribbled down the excited conversation: we could relaunch our mid-range Rover 200 and 400 cars as Triumphs, said one chap. We could use the name to conquer America, blurted another. More sports cars, more sports cars, squeaked one more.

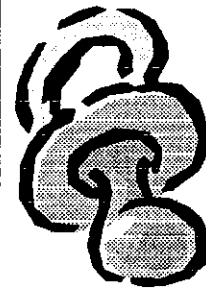
At present, such talk is no more than conjecture. The nearest things that exist to new Triumph cars are the Rover bosses' doodles on their fag packets. Yes, everything is possible, say the company's spokesmen, but, no, we can't confirm anything. After all, Triumph disappeared in a whimper of shame in 1984 when the name was unceremoniously dumped after 61 years.

Originally an offshoot of the eponymous motorbikes, the company went bust in the late 1930s, and its Coventry factory was blown to smithereens during the Second World War. By rights, when peace returned, Triumph cars should have been just a pleasant, if clouding, memory. Triumph was a non-entity.

But, even then, one bright spark realized what a great name it was. The hot-tempered

*(Continued on page 7)*

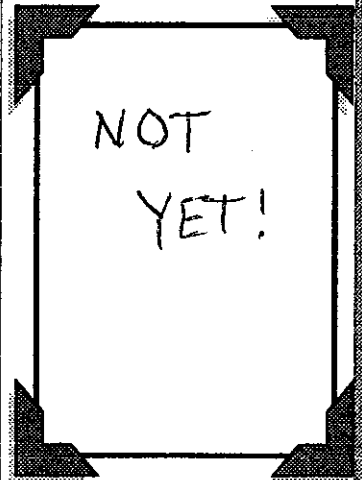
## NEW TR MEMBER!!!



Jennifer & I are proud to announce the arrival of our newest KC Triumph member. Grace Anne

Heiman, arrived into the world on Thursday, June 26th @ 6:58 am. Just in time to make the newsletter. Grace weighed in at 6 lbs. 8 oz and was a whopping 19 inches long and of course she is beautiful. Grace & mom are doing great!!

The nice thing about editing the newsletter is being able to brag and show off my baby girl. Check her out!!



Daddy say's TR3's RULE!!





Welcome New Club Members!!

(Continued from page 6)

boss of Standard, Sir John Black, picked up the Triumph name for £77,000 in 1944, and two years on Triumph cars returned. They weren't strictly Triumphs - the new models were based on the same running gear as the Standard Vanguard. But it was a shrewd buy. The flag-waving Standard name sounded increasingly bottom-rung and basic. Triumph, however, evoked flourish, victory, winning. By 1963 the latter had totally usurped the former.

Triumph's specialty was reasonably priced sporting cars, lots of flash for your cash, with a neat line in innovations - metallic paint, electric windscreen washers and fuel injection were all Triumph firsts. In the 1960s and early 1970s the company's bigger saloons were seen as BMW competitors (indeed, their Italian stylist, Giovanni Michelotti, was also responsible for the shark-nosed lines of the new generation of BMWs that emerged with the 2000 of 1963).

Fifty years on from its post-war reincarnation, Triumph is back at square one. BMW, of course, has done rather better. But if BMW/Rover's idle thoughts come to fruition, Triumph could be reborn yet again, spawning a new range of cars based on Rover's proven hardware but with added Triumph vigor. It could give the company an entirely new string to its bow.

Harry Webster's memories of Triumph have many parallels with the Rover of today. "Our rivals were always enormously bigger than we were," recalls Webster, who started as an apprentice at Standard in 1932 and was in charge of all Triumph engineering by 1968; he then became technical director of BL, a position he held until 1974, when he left to join AP. "We had to spot niches in the market and say, 'This is where a car will sell for a little bit more than the others'. We always looked for the difference between what they were doing and what we could do. We couldn't compete head-on."

Webster says he'd have loved to be a brain surgeon. Instead, he made a name for himself by producing a series of cleverly engineered, low-cost cars, all bar the TR6 (revamped by Karmann in Germany) prettily styled by Michelotti.

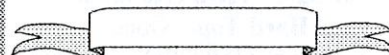
The last Triumph, however, was a far cry from the stylish cars that made the company's name. The Acclaim was a rebadged Honda, made in England as a hasty attempt to rescue an ailing British Leyland. Tom Blackett, a director of the Interbrand Group, which helps companies find names for their products, was one of those who advised BL to ditch Triumph.

"The company had a dilemma: two 'premium' brands competing with each other," he says. "Rover was more appropriate for the way BL was going then, although Triumph was always more sporty. We helped to steer BL towards Rover, and I'm afraid that left Triumph to wither on the bough."

Interbrand is adept at naming things, especially cars. It came up with Vitara for Suzuki, Primera for Nissan, and Discovery for Land Rover. Now Blackett thinks the time could be right for a Triumph revival. "It's a great name," he says. "It's very hard to establish new names in the market, so why not use this one again? Car brands like this tend to linger in people's minds; cars are emotive objects because they touch everyone's lives."

Sportiness, good performance, a saloon car character, aimed at the slightly

(Continued on page 8)



Brad & Shirley Kunkle  
Fulton, MO  
1957 TR3

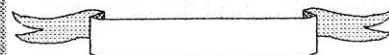
Robert & Janine Anderson  
Lee's Summit, MO  
1959 TR3A

Niko & Beverly Van Zanton  
Osceola, MO  
1959 TR3A & 1976 TR6

Mark & Tanya Horton  
Mission, KS  
1964 Spitfire

Michael & Samantha Looney  
Independence, MO  
1976 Spitfire

Mike & Nancy Beery  
Parkville, MO  
1976 TR6



# Classifieds



**For Sale - TR 4/TR6 Black vinyl Hard Top.** Good condition. \$150 OBO. Dave Mackintosh (816) 254 5614

\*\*\*\*\*

**For Sale - 1980 TR7 Convertible - Pageant Blue with gray velour interior in like-new condition and gray tweed carpeting.** New top, new tires, new exhaust, new fuel pump, Weber carbs., 5-speed, cold A/C, no rust, excellent driver, very reliable. Ed Vest @ (816) 353-8940.

\*\*\*\*\*

## HOW DO I PLACE A CLASSIFIED ADD?

Any and all Triumph related classified adds are welcome. To place your add in the next newsletter call Dan Heiman @ (913) 383-8976 or send a written request to:

Dan Heiman  
c/o TR Newsletter  
2505 West 84th Street  
Leawood, KS 66206

Classified adds are free to Club Members, \$5.00 for non-members. Photo adds can now be placed \$5.00 for Club Members & \$10.00 for non-members. (Membership has it's privileges)

## HOW DO I BECOME A KC TRIUMPH?

To become a KC Triumphs member, please contact Ann Adkins for a copy of our Membership Application. Ann's phone number is (816) 415-9584 or see the back page of this newsletter.

*(Continued from page 7)*

above-average motorist: these are what Blackett cites as Triumph "brand values". But he says it shouldn't clash with MG, which is more widely perceived as an out-and-out sports car marque.

When pressed, Blackett picks the BMW 5-series as the sort of car a modern Triumph might be: "A sporty saloon that's not too small." So renaming the Escort-size Rovers as Triumphs is not on, then? "I have to say I can't really see how that would work," he says.

However, Graham Robson, motoring historian and president of the 8,000-member TR Register, would like to see a return to the days of Triumph two-seaters. "I fervently hope the badge won't be used cynically," he says.

"We can all hope new Triumphs will have the character of 1970s Triumphs: sporting, well styled, well equipped and technologically advanced. We can also hope there will be one outright sports car."

Rover's contemplation of a Triumph revival is a "modern miracle", he says. "Today's young planners were still at school when the last modern Triumphs were designed and built." He also advances the theory that Triumph's premature death was the result of political in-fighting at BL in the 1970s, rather than commercial logic.

One advantage of the Triumph name is that it is roughly the same in most languages - triomphe, for example, in French - and already has a proven record as the comeback kid. Starting from virtually nothing in 1991, Triumph Motorcycles now has an annual turnover of £100 million. As Bruno Tagliferri, Triumph's sales and marketing manager says of the company name: "I don't believe we would have had the reaction we've had without it." A similar response to the return of Triumph cars would be a dream scenario for Rover.

Owners of old cars, of course, don't necessarily buy new ones. Harry Webster declares himself "flabbergasted" when he sees the cars he designed being given the "classic" treatment.

Nevertheless, he must secretly be proud of the fact that he helped to create a motoring legend. There are at least 14 Triumph owners' clubs in Britain, and plenty more overseas. Webster must have realized he'd achieved immortality when the world's biggest club, the 18,000-strong Triumph Sports Six Club, which caters for fans of the Herald-based cars (Herald, Vitesse, Spitfire, GT6, Bond Equipe and specials), invited him to open its new HQ at Lubenham, Leics. He noticed one of its walkways was named "Webster Way".

With the Triumph name still held in such esteem, a rebirth could be more a question of when rather than if. ■





# Kansas City Triumphs Membership Application

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Family Members: \_\_\_\_\_ Phone #: \_\_\_\_\_ E-Mail: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_  
Car Information:  
Year: \_\_\_\_\_ Model: \_\_\_\_\_ Commission # \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Membership Dues & Information

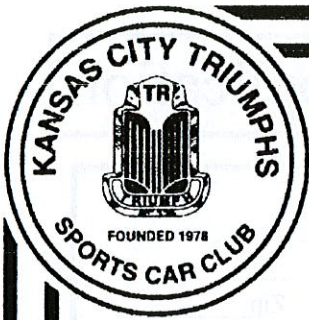
The Kansas City Triumphs Sports Car Club is not only dedicated to the preservation and restoration of Triumph sports cars but we are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, rallies, car shows and tech sessions giving you many opportunities to show off your Triumph. We also publish a bi-monthly newsletter you will receive upon joining the club. In addition, all club members receive a 10 % discount on parts from Victoria British in Lenexa.

So, get involved! Club membership dues are \$15.00 per year due by **September 1st** each year. New & existing members make checks payable to **Kansas City Triumphs** and mail this form along with your check to:

*-Place check in an envelope, staple to this form, fold here and mail-*

.....

	First Class Stamp
_____ _____ _____	
<p><b>Kansas City Triumphs</b> <b>c/o Ann Adkins, Membership</b> <b>13423 Reynolds Rd.</b> <b>Kearney, MO 64060</b></p>	



2505 West 84th Street  
Leawood, KS 66206



PAUL McBRIDE  
& MARGARET  
22714 W 51ST ST  
SHAWNEE, KS 66226

44224-3439 1A

STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8

SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250

TR6 TR7 TR8 STAG TR2 TR3 TR3A TR3B TR4

TR4A TR5 TR250 STAG TR2 TR3

TR3A TR3B TR4 TR8 SPITFIRE GT6

STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8

SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250

**Kansas City Triumphs  
Sports Car Club**

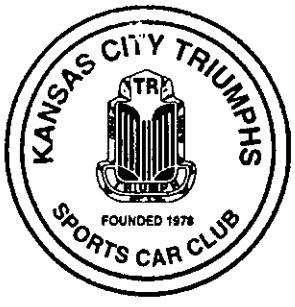
*"Dedicated to the Preservation and Restoration of  
Triumph Sports Cars"*

# KC TRIUMPHS

September - October  
Volume 19.5

**"We own these cars because we enjoy them and have made some sort of bond with them." - JAY SMITH**

*"Dedicated to the Preservation and restoration of Triumph Sports Cars"*



## SEPT. - OCTOBER EVENTS

### SEPTEMBER 1997

- ◇ 29-31st - Kansas City All British Car and Cycle Show
- ◇ 12th - All British Cruise Night at Oklahoma Joe's BBQ
- ◇ 14th - Triumph/MG Softball Challenge
- ◇ 20-21st - St. Louis All British Car Show
- ◇ 24th - Club Night Out at the Cheesecake Factory on the Plaza

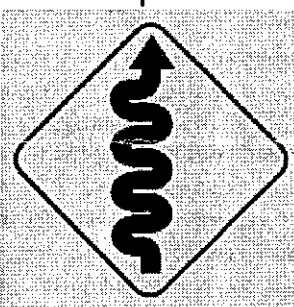
### OCTOBER 1997

- ◇ 11th - Antique Run
- ◇ 18-19th - MG Club FAT Run VI
- ◇ 25th - Annual Chili Cook-off Supper
- ◇ November 15th - KC Triumphs Annual Dinner at Rembrandts

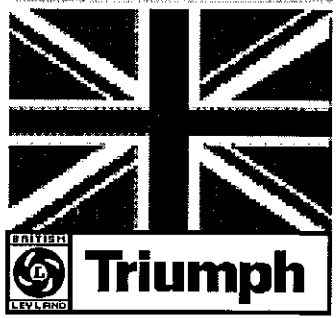
⇒ See Details Page 4

## DIRECTORS NOTES:

Although we've had some hot days this summer, overall it's been relatively cool and maybe that's the reason for all the British cars I've seen on the road recently. My wife will agree that I'm one of those people that spends more time watching the on-coming traffic for interesting cars than the road in front of my own car. So I'm not sure if it's the weather, or I'm just getting in the right spot at the right time, but I've been seeing a lot of British cars lately. Seems I could go most of the summer and only see a handful of British cars, but this driving season seems a little different. We own these cars because we enjoy them and



have made some sort of bond with them. It's a shame for them to stay locked up in a garage all the time, and the owner not get the thrill of driving the car. I feel some cars get put away so long that the owners have forgotten what a thrill it is to own a two seater convertible. If this is the case, why do they continue to keep the car when there are people out there that are willing to maintain and drive the car as it was meant to be. Maybe more people are realizing this too and dragging their cars back onto the road after a several year hiatus. Whatever the reason, keep up the good work and keep those British cars on the road!!



## INSIDE

- ⇒ Featured Car - pg. 2
- ⇒ Tech Tips - pg. 3
- ⇒ Upcoming Events - pg. 4
- ⇒ Past Events - pg. 4 & 5
- ⇒ VTR, News - pg. 6 & 8
- ⇒ Classifieds - pg. 8
- ⇒ VTR Winners - pg. 6
- ⇒ New Members - pg. 7
- ⇒ Ten Years Ago - pg. 6

**club  
officers**

**DIRECTOR**  
**Jay & Laura**  
**Smith**  
**(816) 468-8483**

**ASSISTANT  
DIRECTOR**  
**John & Nancy**  
**Mass**  
**(816) 452-9097**

**SECRETARY/  
TREASURER**  
**Ann Adkins**  
**(816) 415-9584**

**PUBLICITY**  
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**Smith**  
**(816) 468-8483**

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EDITOR**  
**Dan & Jennifer**  
**Heiman**  
**(913) 383-8976**

**MEMBERSHIP**  
**Ann Adkins**  
**(816) 415-9584**

**CLUB HISTORIAN**  
**Paul McBride**  
**(913) 441-0499**

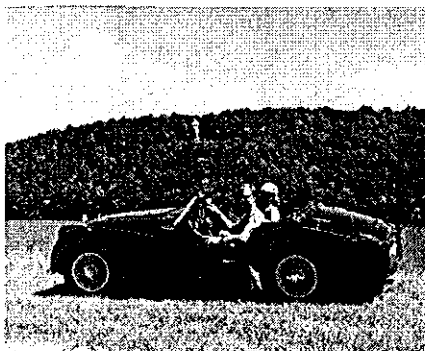
**TECH EDITOR**  
**Roger Hurst**  
**(816) 373-3100**

## FEATURED CAR OF THE MONTH

Dan & Jennifer Heiman's  
1958 TR3A

I'm not really sure what got me interested in British sports cars? Perhaps it was seeing a group of British sports cars in a parade when I was a kid. Or maybe, it had something to do with a friend in high school whose dad had an 1959 MGA. However it happened, I knew that one day I too would own one of these little babies. Eventually, it all caught up to me and then it happened! I was bitten by a terrible bug, a bug I am sure we are all familiar with. Its called the "I NEED to buy a British car" bug and the only vaccine was beholden in the purchase of said automobile!

It was approximately March of 1994 and the fever to acquire my own British sports car was very high. Yes, I had reached the point of no return. Multiple trips to Victoria British, the library, book stores and trips to many god awful locations throughout the state seeking the perfect combination of rust free, running and of course cost. I would not be easily acco-



new very little about my future looking at several cars that pieces and or concourse didn't want or couldn't have thing in-between. Finally, the calated to a point of near ex-quickly as the fever began, it weekly visits to Victoria new "For Sale" add for a 1958 the back end. Fortunately, I had narrowed down my choices to include TR3's so I called for the details. After a long discussion with the owner I decided it warranted a visit to see the car. Fortunately, it was close by in Peculiar, MO just south of Kansas City. When I arrived, the gentleman took me in to an old garage that had obviously not been cleaned out for many years. I couldn't even see the car due to all the junk piled on and around it. After a few minutes of removing said junk away from the car, I began to see her emerging - untouched for over 20 years. The man proceeded to tell me he had bought the car brand new from a Triumph dealer in Syracuse, NY in 1958 (yes, I had found a 1 owner 1958 TR). He proceeded to tell me the last time he had her operational was sometime in early 1970 and after being rear ended in a road rallye around that same time he parked the car in that very location. He and his son had plans of restoring the car and in fact had purchased a number of new parts that were scattered about the garage, but they never got around to doing it. After a couple of trips out to see the car I decided to bring in a big gun, I needed an expert opinion so I called a guy by the name of Randy Adkins - Director of the KC Triumphs. I ended up speaking to Ann and she quickly informed me that if I wanted to speak to a REAL expert (sorry Randy) I should talk with Jim Brady, and I did. Both agreed to take a look and on April 15th, of all days, based on the fact that Jim and Randy felt this car was a diamond in the rough, I bought my first Triumph.

It took an hour or so to remove all the stuff from around the car in order to get it pushed out of the garage and on to a trailer. (...of course it didn't run) My first mission was to clean a bit of the 20 year old dirt that had accumulated on the car. After 2 hours at the car wash, 3 cans of engine bright and \$10 worth of quarters I was ready for the challenge of getting her running. Amazingly enough, after draining and replacing the old fuel, changing the oil, points and plugs and finally a new battery the damn car fired right up!! I couldn't believe it. Jim was right and I quickly realized how robust these little cars truly are. After doing a minor hydraulic system overhaul I had my new car mobile again. Amazing!! Approximately 2 weeks after I had the car running Jennifer and I made a 1000 mile round trip to Rockford, IL for our first VTR Nationals. The ole TR3 is still running strong 3 years later. Perhaps I'll get motivated one day to restore the body and paint. KEEP 'EM ON THE ROAD!!

By Paul McBride

TR3 - Installing the Felt Bush in Top End of Outer Steering Column.

Having pulled the control head, stator tube and steering wheel to replace a broken stator tube, (another story of extreme patience) I figured it was a good opportunity to replace the felt bushing and firm up the result of 40 years of wear, as it is the only support at the top of a very long early TR3 steering column.

Those who have rebuilt the steering gearboxes say it's nearly impossible to fit the felt bush with the inner column up through the bush with the use of long bolts at the end plate of the gearbox. Well, I'm here to tell you it can be done with little difficulty from the front seat of the car.

Submerge the felt bush in motor oil for 24 hours. Using an ice pick and small screwdriver, work the old bushing out of the column (this may be the hardest part of the operation). Place the felt bushing, which comes from Roadster Factory as a flat piece cut diagonally, in a vise and squeeze out most of the oil. Next, with the ice pick and screwdriver, wedge the bushing around the tapered inner shaft and the outer column. It's only necessary to "get it started" ... about a third of the way in. At this point, you'll think "there is no way", but go to your collection of sockets and select a deep well (Craftsman 7/8, 3/8 inch drive) and with a rubber mallet and judicious beating it will be driven right home. When it seats, the felt bushing will be right flush with the top of the steering column. Now, there is absolutely no play in the steering wheel and it's ready for another 40 years!!

*Asks they suggest showing the inner column*

## Oil Pan Gasket Replacement

by  
Tony Robinson  
Reprinted from VTR Home Page

Some of the most common problems with a leaky oil pan gasket stem from not using sufficient care when re-attaching the pan and replacing the gasket. When an oil pan is overtightened, it causes the holes to bend upward toward the block. A gasket will seldom fill in the "new" gaps so it leaks.

Sealants will work and fill in these new spaces, but we are all guilty of being in too much of a hurry so we don't allow them to cure properly and when you put oil or any kind of pressure behind it, it blows out the sealants ability to seal.

Two gaskets of the "rubberized" material variety may help by providing the cushion necessary to fill the uneven surface created by overtightening. I have used everything from a 1x4 board to a 500 lb. anvil to straighten out oil pan holes. If you use a 1x4, place the even sawed, smooth end under the lip (outside bottom) of the pan and with a hammer, lightly tap the area of each oil pan hole until it is visibly even with the rest of the sealing surface of the pan.

Spread a thin bead of sealant on the sealing surface of the pan, and apply the gasket, pressing down all the way around the pan and sort of wiggling the gasket a bit to spread the sealant. Turn the pan over and place it on a smooth even surface and press down in the center of the pan lightly and let it SIT OVERNIGHT.

When you are ready to put the pan back on, clean each bolt hole in the bottom of the block with a good parts cleaner such as carburetor cleaner. Run a bead of sealant on top of yesterdays gasket and smear it as evenly as possible. Hold the pan close enough to the block to get the bolts started without actually touching the pan to the block until you have several bolts in to hold the pan up. Apply some sealant to the bolts before you thread them in. (This is why you cleaned the holes in the block)

Once all the bolts are in place finger tight, snug them down in a criss-cross fashion until they are all just snug. When they are all snug, go back and torque them in the same criss-cross fashion to I would guess 7-10 ft.lbs. No more or you'll bend the holes out of shape again.

Now, let it sit overnight again to let the sealant cure. Hopefully, we have stopped your leaky pan.

I have found that LBCs are not too expensive to maintain, they just take a lot of TLC.

Tony Robinson, [tonyr@dzn.com](mailto:tonyr@dzn.com)

## Upcoming Events...

- ◆ **August 29-31 - Kansas City All British Car and Cycle Show** - how that time of year again. Time to dig out the cars, dust 'em off, and get ready for the show. This year the All British is also offering a concourse class for those who want to have their cars judged on a point system by qualified judges. Of course the participant's choice class is still around too! Please contact Jay or Laura Smith (468-8483) to volunteer to help work the club tent and sign up new and returning members.
- ◆ **September 12, 7-9pm - All British Cruise Night at Oklahoma Joe's BBQ, 47<sup>th</sup> St. and Mission Rd.** - Come out for our last cruise night of the season. One last good time of eating BBQ and lying about our cars.
- ◆ **September 14, 3:00pm - Triumph/MG Softball Challenge (part II)** - Well those MG folks didn't get beat bad enough last time so thought they would try again. This is their annual picnic and we've been invited to come over and embarrass them at the game of softball one more time! Ann Adkins is gonna have a heck of a time fitting that contraption on her finger inside a ball glove though. For more information contact Jay Smith (468-8483)
- ◆ **September 20-21 - St. Louis All British Car Show (See insert)** - This promises to be a special event and we'd like to have a large representation of KC Triumphs this year! Contact Jay Smith if you need additional information or are interested in caravanning to St. Louis.

- ◆ **September 24th, 6:00pm - Club Night Out at the Cheesecake Factory on the Plaza, 4701 Wyandotte** Meet for dinner, and the best cheesecake in town. Point person, Laura Smith 468-8483.

- ◆ **October 11 - ANTIQUE RUN** 10:00 am Janet Allen and Ann Adkins are busy scouting out the best antique shops for us to rummage through while Bob Allen and Randy Adkins are mapping out the best route to see the fall foliage. We will begin our journey in historic Parkville, Missouri. Please meet in the parking lot next to the Farmer's Market at 10:00 am. Plan on eating lunch in a hometown café and make room in your trunk!! Please give Ann Adkins a call at (816) 415-9584 so we can let the café know how many are a comin'.
- ◆ **October 18-19 - MG Club FAT Run VI** - Once again Bob Allen is putting on his famous FAT run. Two days of driving the back roads of Missouri, watching the fall foliage, and spending the night in the beautiful Lynn Motel. Always a good time, but if you're thinking of going contact Bob ASAP. (734-9004)

◆ **October 25th 6:30pm - Annual Chili Cook-off Supper** - Woody Underwood and Nanci Maloney are hosting this event this year in their fabulous home off of Ward Parkway. Please plan on making your secret recipe Chili or something to accompany it and BYOB. The Underwood's live at 1218 W. 61st St. in Kansas City Mo. Contact Woody or

- ◆ **November 15th, Kansas City Triumphs Annual Dinner at Rembrandts** - See enclosed invitation and information on pg. 5. Remember, reservations are non-refundable and must be mailed to Laura Smith by November 8th.



## Past Events

- ◆ **Mass Madness Rally:**  
⇒ See page 7 for details...
- ◆ **Vintage Triumph Nationals:**  
⇒ See page 6 for details...
- ◆ **Liberty Cruise Night:**

We had another good Liberty Cruise Night with several British cars showing up. We dined on some fine cuisine at the local McDonalds and then looked at all the cars. There's talk that this may be the last year for the cruise because the host car club is having trouble finding a spot for that many cars. (i.e. they're getting kicked out of McDonalds) It may move to Blue Springs!

- ◆ **Kansas City Triumph/MG Car Club Softball Challenge:**

Well the Kansas City MG Club did a fine job of picking a location and setting up our first Triumph/MG softball challenge. As for their cars actually making it out to Lawrence is a different story. The Triumph Club had eight cars in attendance, while the MG Club could only manage one most of the day, although Diane Cotton did show up as everyone was ready to leave. Not only that but the Triumph Club had a stellar day in the field with a victory and a trophy to prove it. The trophy will be on display at the All British for all to see. Our players sacrificed their bodies for

(Continued on page 5)

**Past Events**

Continued

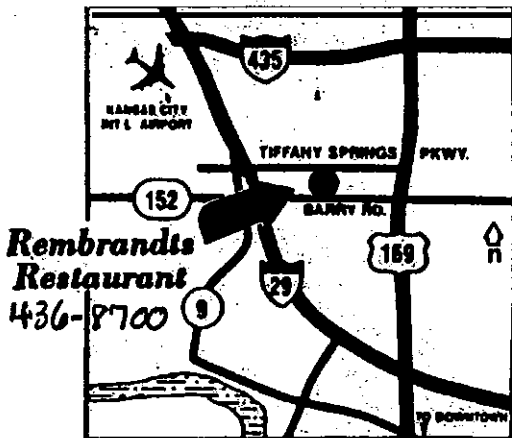
(Continued from page 4)

our win too. Ann Adkins managed to break her finger (through the glove!-- We still haven't figured that one out yet.) Randy Adkins pulled his hamstring. Randy has since recovered, but Ann still has quite a contraption on her hand.

- **Sonic Cruise Night and Drive-In Movie:**

We had a great turn out for our cruise night/drive-in movie with about a dozen British cars in attendance. This was done in conjunction with the Kansas City MG Club. We had one entire side of sonic filled with British Iron. After some good greasy food it was off to the Twin Drive-in where we watched *Conspiracy Theory*. Bob Allen was having a little trouble tuning in the movie on his radio and missed the first part of the movie. (And it wasn't even a Lucas radio.) A few brave souls stayed for the second movie, *Contact*. About 1/2 hour into the movie the wind picked up and the rain started coming down. A few more cars left, but some stayed all the way through the second movie too!

**Directions to Rembrandts...**



# Annual Dinner

*You are cordially invited to the annual  
Kansas City Triumphs  
Sports Car Club Dinner*

*Saturday, November 15, 1997  
Social Hour 6:00 PM - Dinner 7:00 PM*

*Rembrandts Restaurant  
2820 NW Barry Road  
(see map for directions and phone number)*

*Open Cash Bar with mixed drinks, a large selection of wines, beer & soft drinks*

*Menu*

*Chef's House Salad*

*Rembrandt Medley:*

*4 oz. Filet mignon and 4 oz. Breast of chicken,  
grilled and topped with sauce*

*Dutch Potatoes*

*Steamed Vegetable of the Day*

*Hot Rolls with butter*

*Chocolate Mousse*

*Choice of Beverage: coffee, tea, soft drinks, juices*

*\$20.00 per person*

*Secure your reservation for dinner by sending a  
check made out to  
K.C. Triumphs  
Deadline: November 8<sup>th</sup>*

*Mail to: Laura Smith, 1315 NE 69th St., Gladstone, MO  
64118  
816-468-8483*

*Please note that reservations are non-refundable.*

# 1997 VTR Recap

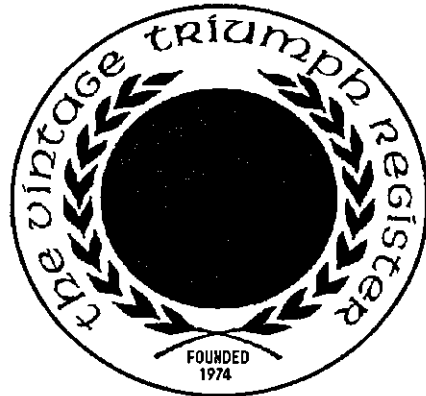
July 9- July 13

by Ann Adkins

This year's convention was hosted by the Red River Triumph Club of Dallas-Fort Worth, Texas. Twenty-three club members made the long and humid drive arriving in various caravans. The Red River Triumphs organized some fantastic activities and a few unusual driving events. The Welcome In Pool party turned into an indoor event after it poured down rain but the Mariaci band tooted away the grumblings of the Triumph owners who had just got done washing their car... for the third time! The rally to Granbury, Texas was interesting. At the starting line, you were handed a plastic baggie and one rubber glove

purpose for these through the rally we middle of a and ... maybe you get pose of the baggie panoramic photo with a background of Richard and Ann of these, maybe we to an event and show looked! The lenging and Randy wished he would not

giving it a try. Ann ended up with the fastest time in the Women's stock class, due to a mix up with a DNF score being counted from another lady she did not get the 1<sup>st</sup> place award. Wow, another Adkins in a high speed driving event, just wait till little Brooke and Brandon turn 16, Randy's hair will turn white! The determination of our club was evident when Jim Brady showed up at the Autocross in his Stag to get his driving event in so he could show his car. The Stag developed some alternator problems on the way down to Texas and that did not stop Jim from burning up the track! Many of us decided Texas was not on our "Top Ten lists for Places to Retire" due to the heat and humidity. By the time the awards reception rolled around everyone knew the strength of our club... it might of had something to do with the mighty buckets!!!! The following are the awards our club took home:



and were not told the items... Halfway found ourselves in the Longhorn cattle field the drift for the pur- and glove. The shoot was beautiful the Dallas skyline- Woody picked up one can get them to bring it how good we all Auocross was chal- Adkins probably have coaxed Ann into

## KC Triumphs Winners

- ◆ Cecil Wise - 1<sup>st</sup> Place Autocross Spitfire 1500, 3<sup>rd</sup> Place photo contest "Spitfire on a Rotisserie"
- ◆ Gary Davis and Dawna Adams-Davis - 1<sup>st</sup> Place Sundance Rally, 2<sup>nd</sup> Place Concourse for TR3
- ◆ Tamara Gibson - 3<sup>rd</sup> Place Sundance Rally
- ◆ Randy Adkins - 2<sup>nd</sup> Place Autocross Spitfire 1500, Concourse Silver for Spitfire
- ◆ Charlie and Melanie Hoch - 3<sup>rd</sup> Place Participant's Choice for Spitfire
- ◆ Mark McMullin - 2<sup>nd</sup> Place Concourse for TR3A
- ◆ Richard and Ann Woody - Concourse Gold for Spitfire
- ◆ Jim Brady and Cynthia Yin - Concourse Silver for Stag
- ◆ Bill McDevitt - Preservation Award for the magnificent Spitfire
- ◆ Rebecca Gibbons - Honorable Mention in Coloring Contest
- ◆ Brooke Adkins - Honorable Mention in Coloring Contest

## Address Changes:

Dennis & Cindy Todd  
7002 Michael Lane  
Pleasant Valley, MO 64068  
(816) 415-8620

David & Gayle Stringer  
4931 Switchgrass Court  
Fort Collins, CO 80525  
(970) 282-0300

## Ten Years Ago...

By Paul McBride

Director T. R. Wilson, had a sad experience at the domestic salvage yard when he arrived after the "crusher" had, just moments before, administered the unhappy fate to a TR4.

Ricci Balesteros apologized for the lateness of the newsletter because he had been doing double duty as committee member of the All British Car Meet. Chairman of the meet was our own Gary Davis. Members who won 1<sup>st</sup> place trophies in the concourse competition: Lynn & Susan Metzger, Larry & Linda Birks, Bob and Marilyn McBean, and Bradley Brown.

The annual August swim party was sponsored by Rick Torres, and held at the Four Colonies.

Russell & Judy Holland from Holt, Missouri joined KCT and are now members of the 10+ year club.

Put a Triumph in your day!!



**Welcome New Club Members!!**

WELCOME

Jeff  
&  
Anita  
Shaw  
Liberty, MO  
1964 TR4

Phil Dean  
Warrenton,  
MO  
1977 TR7  
1959 TR3

Stephan  
&  
Kim  
Schneider  
Leavenworth,  
KS  
1969 TR6

John  
&  
Paula  
Wells  
Kansas City,  
MO  
1972 TR6

Edward  
&  
Barbara  
Penner  
Edwards,

WELCOME

**HOW DO I BECOME  
A KC TRIUMPH?**

To become a KC Triumphs member, please contact Ann Adkins for a copy of our Membership Application. Ann's phone number is (816) 415-9584 or see the back page of this newsletter.

**T**here is only one word to describe the Second Annual Mass Madness Road Rallye... HOT!! Hot cars, Hot women, Hot Guys, Hot Pizza, Hot weather and Hot tempers. The KC Triumphs Club members seemed to have brake trouble. Davis's backed

**MASS MADNESS  
ROAD RALLYE**

out of the garage and Sammy said, "NO GO". Well actually, it was "NO WHOA". Woody's had to borrow the master cylinder from Todd's Spitfire. Fortunately, the Todds were out of town and didn't need it.

Tamara Gibson was just as concerned that her Spitfire might break, so left it at home. Mass's TR4 had the breaks adjusted too tight. "Hey John, what's that smell?" Hoch's Spitfire stopped flawlessly.

The Rallye consisted of antique shopping, and TAD that was so much fun some participants decided to stay out on the road for an extra hour or two. An afternoon Audio tour which meant listening to John give directions and interesting trivia along the way. Great music though. We toured to Nebraska City for the night and enjoyed the city, Arbor Lodge and fireworks. The next day was spent winding back to the Mass's home for the awards Banquet and Barbeque. Everyone had a super trip! Plan on not missing this great Madd event next year!!

Ten things you should know about Winona Minnesota:

10. Rush hour is from 3:00 to 4:00 PM every October 4, during the homecoming parade
9. Winona Ryder was born here.
8. Winona has fewer car thefts in a year than LA. does most afternoons.
7. In July, Winona 's average high is 84 with low humidity.
6. The population of Winona is 25,000 and a couple of Triumphs.
5. Zebulon Pike (discoverer of the Rocky Mountains) paused on the bluffs above Winona and said a man scarcely expects to enjoy such a view but twice or thrice in the course of his life.
4. The Heileman Brewing Company has a two story six-pack in nearby LaCrosse, Wisconsin great photo op for TR6 owners)
3. Winona s Max Conrad Field has two runways and a strong desire to host a world class autocross
2. For people suffering from tire-kick overload, Winona has free shuttles to the largest shopping mall in the U.S., the Mall of America
1. Winona will be the only city in North America to celebrate the 75th anniversary of the Triumph Automobiles in July of 1998

# Classifieds

**TR6 Parts for Sale:**  
Cylinder Head, Drive Shaft,  
Steering Rack & Pair of doors.

&

**Spitfire Parts for Sale:**  
2 Motors, Trunk Lid & other  
miscellaneous. Call Matt Que-  
senberry for details @ (816)  
737-1174. No reasonable offers  
refused.

\*\*\*\*\*

**Parts for Sale - TR2/3:**  
\*TR2/3 Front "Small Mouth"  
Apron. No rust, very good but  
not perfect - \$800.  
\*TR3 Grill - \$100  
\*TR2/3 Windshield Glass - \$20  
\*TR2/3 Lug Wrench - \$20  
\*TR2/3 Top Bows - \$20  
\*TR2/3 Rear Shocks Set - \$20  
\*Spitfire Tools - \$10  
\*Other cheap parts too numerous  
to mention. Call Paul McBride  
@ (913) 441-0499

## HOW DO I PLACE A CLASSIFIED ADD?

Any and all Triumph related  
classified adds are welcome.  
To place your add in the next  
newsletter call Dan Heiman  
@ (913) 383-8976 or send a  
written request & pictures to:

Dan Heiman  
c/o TR Newsletter  
2505 West 84th Street  
Leawood, KS 66206

Classified adds are free to  
Club Members, \$5.00 for  
non-members. Photo adds  
can now be placed \$5.00 for  
Club Members & \$10.00 for  
non-members. (Membership  
has it's privileges)

**Make Your Plans Now  
to Attend the**

## 1998 Vintage Triumph Register National Convention

**July 22-25, 1998  
Winona, Minnesota**



Located 110 miles down the Majestic Mississippi River from Minneapolis & St. Paul is Winona, Minnesota - venue for the 1998 Vintage Triumph Register / North American Triumph Challenge XXIII hosted by the Minnesota Triumphs. Winona, nestled by the bluffs (part of the Historic Great River Road) and surrounded by water, gives the appearance of an Island City.

Celebrate the 75th Anniversary of the first Triumph automobile.

All persons registered by June 1st will receive a 75th Anniversary Great River Road Reunion commemorative gift. The featured model will be the TR5/TR250 as we celebrate its 30th anniversary.

### Registration Information

The basic registration fee of \$70 per car (\$60 if postmarked before May 1, 1998) includes admittance to all conference and driving events (this does not include the Riverboat Cruise, Awards Banquet, or Optional Activities).

Additional cars with same driver may be added for \$25 per car, with a separate registration form needed for each car. VTR requires all non-VTR members to pay \$25 for a one-year membership. To guarantee a banquet seat, you must pre-register. Orders for regalia are due by June 15, 1998 - after that date, we cannot guarantee availability of items.

The host hotel is the Winona Holiday Inn and Suites, 1025 Highway 61 East, Winona, MN 55987. Guaranteed room rate of \$60 a night plus tax. You must specify "1998 VTR National Convention" to get the discount rate.

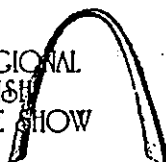
This facility is currently under construction. It will be NEW when you arrive for the VTR convention in 1998. Unfortunately, the national Holiday Inn 800 number (1-800-HOLIDAY) cannot yet take reservations for the facility. You can, however, reserve a room by:

- 1.1. Calling 1-800-595-0606 (the Riverpoint Inn in Winona),
- 2.2. Asking for Katherine Leesman (please call between 9 to 5, central time), and
- 3.3. Telling her that you want to reserve a room for the VTR convention next July.

At some time between Aug 15 and Sept 1, the Winona Holiday Inn will have its own 800 number, eliminating the need to talk to Katherine. By mid-Nov, the national 800 number (1-800-HOLIDAY) should be effective. Look here for updated information as it becomes available.

Come Join Us: See all Winona has to offer, from great roads for driving, magnificent views of the Mississippi River, and just a great time. See you in July of 1998!

XVI  
MIDWEST REGIONAL  
ALL BRITISH  
CAR & CYCLE SHOW



25th Anniversary  
The Great Forest  
PARK  
BALLOON RACE

*The MG CLUB of ST. LOUIS & the GREAT FOREST PARK  
BALLOON RACE invite you to attend a very unique*  
**All British Car & Cycle Show**

In St. Louis, Missouri

Friday, Sept. 19th - Sunday, Sept. 21st, 1997

Friday, Sept. 19th: Registration at the Host Hotel - Red Roof Inn- 11837 Lackland Road-  
Westport /St. Louis, MO 63146. Hospitality /Registration 4 PM - 10PM

Saturday, Sept. 20th: Hospitality and Registration at the Host Hotel 8AM-10 AM.

CARAVAN from Red Roof Inn, Westport to Forest Park at 11 AM. Cars assemble for display at Forest Park in conjunction with the **25th Anniversary Great Forest Park Balloon Race!**

Noon - 4 PM Display in front of 150,000 Spectators who have come to see 65 Hot Air Balloons!

The St. Louis Symphony will perform, as well as a Sky Diver Show At 2 PM + Photo Opportunity when commercial balloons inflate on the field! **SPECIAL BONUS-** The FIRST 60 Cars to Sign Up for the Great Forest Park Balloon Race (**@\$5/Car**) receive a commemorative tee shirt plus will be assigned to the chase crew of an individual balloon with the responsibility to chase the balloon and return back to Forest Park with the "FLAG" of their balloon. The first balloon lifts off at 4 PM.

7 PM - Dusk. Watch the Sunset at our free BBQ Picnic Dinner at Creve Coeur Lake Park.

Sunday, Sept. 21st: Hospitality and Continental Breakfast at the Red Roof Inn -Westport from 8 AM-9 AM. Registration for the **16th Annual Midwest Region All British Car Show** opens at 9AM at the Car Show Venue -Marine Ave-opposite beautiful Creve Coeur Lake- in Creve Coeur Lake Park. Popular voting takes place from 10 AM to 2 PM. Trophies will be awarded at the show at 3PM. Awards to include Popular Voting plus Chairmen's Choice; Diamond In The Rough; Photography, and Model Building. Prizes for Trivia Contest, plus Door Prizes awarded throughout the show. 3 or more cars will constitute a class, less than 3 cars will be added to closest Marque.

**REGISTRATION FORM**: Fill Out And Return To:

JOHN MANGLES, 31 CANYON CT., ST. CHARLES, MO 63303 (314)939-9338

Name: \_\_\_\_\_ Navigator: \_\_\_\_\_

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Marque \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Phone: ( ) \_\_\_\_\_

Remittance: Pre Registration **\$25.00** per Entree plus the following:  
Great Forest Park Balloon Chase/ Display & T-shirt (limited to first 60 Cars) \$5 @  
Golf Shirts (L) (XL) @ \$10/ Shirt (indicate Sizes)  
Additional Commemorative (XL) Great Forest Park Balloon Race T-Shirts @ \$8/Shirt

**HOTEL: RED ROOF INN, 11837 LACKLAND RD, ST. LOUIS, MO 63146  
CALL 1-800-843-7663 FOR RESERVATIONS. SPECIAL RATE \$57.99 FOR  
DOUBLE ROOM. MENTION #1260117012 FOR SPECIAL SHOW RATE!**

# Kansas City Triumphs Membership Application

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Family Members: \_\_\_\_\_ Phone #: \_\_\_\_\_ E-Mail: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_  
Car Information:  
Year: \_\_\_\_\_ Model: \_\_\_\_\_ Commission # \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Membership Dues & Information

The Kansas City Triumphs Sports Car Club is not only dedicated to the preservation and restoration of Triumph sports cars but we are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, rallies, car shows and tech sessions giving you many opportunities to show off your Triumph. We also publish a bi-monthly newsletter you will receive upon joining the club. In addition, all club members receive a 10 % discount on parts from Victoria British in Lenexa.

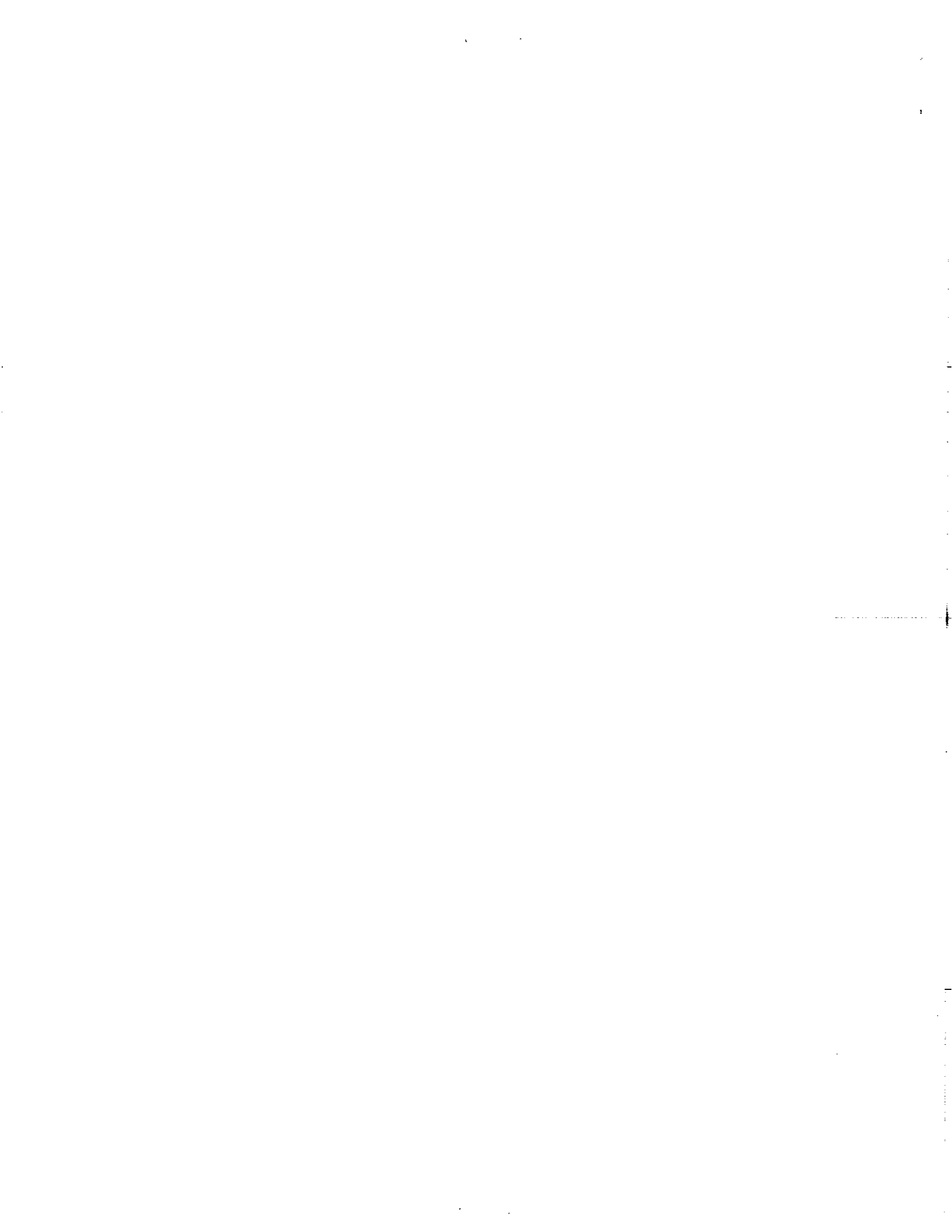
So, get involved! Club membership dues are \$15.00 per year due **by September 1st** each year. New & existing members make checks payable to **Kansas City Triumphs** and mail this form along with your check to:

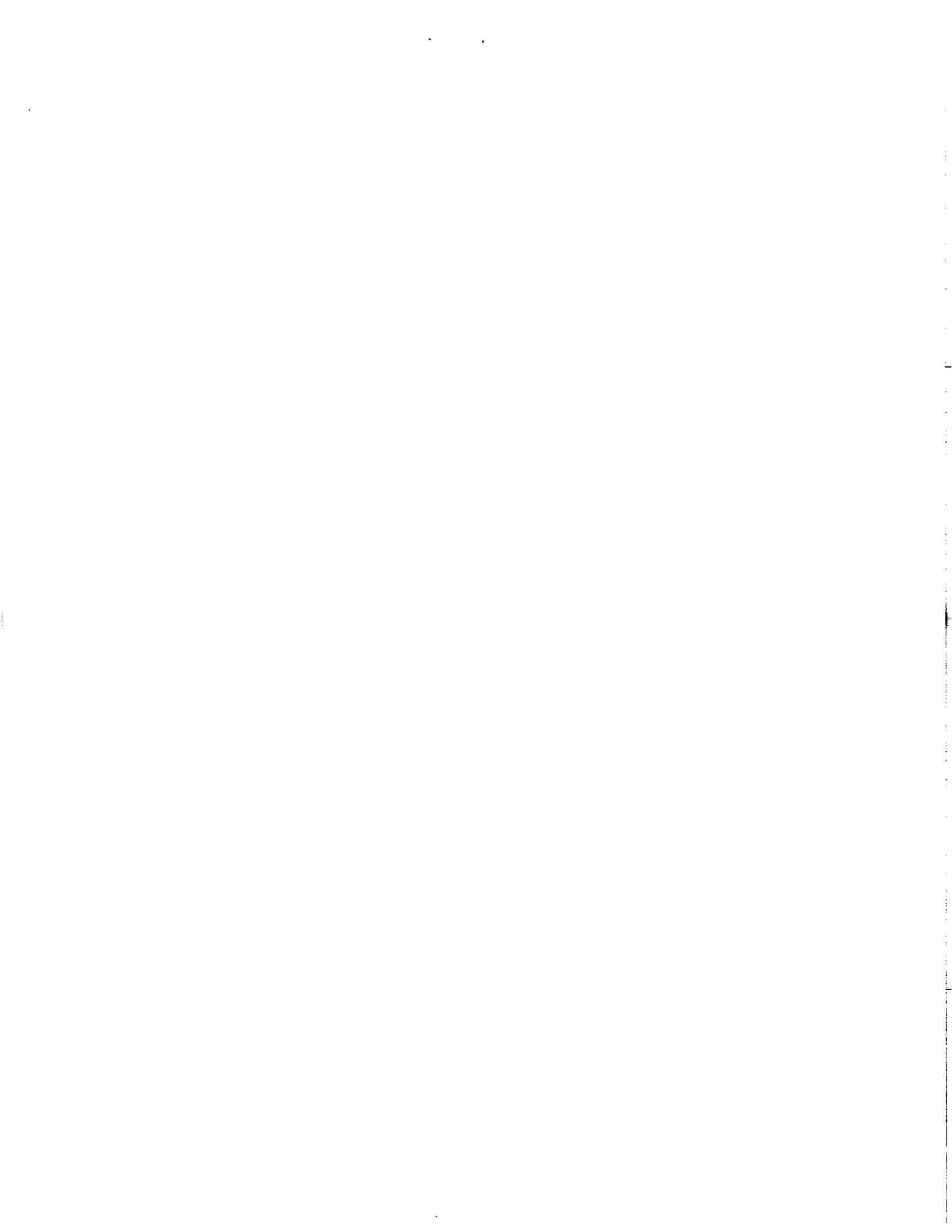
*-Place check in an envelope, staple to this form, fold here and mail-*

First  
Class  
Stamp

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Kansas City Triumphs  
c/o Ann Adkins, Membership  
13423 Reynolds Rd.  
Kearney, MO 64060**







2505 West 84th Street  
Leawood, KS 66206



PAUL McBRIDE  
& MARGARET  
22714 W 51ST ST  
SHAWNEE, KS 66226

**Kansas City Triumphs  
Sports Car Club**

*Dedicated to the Preservation and  
Restoration of Triumph Sports Cars*

TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7  
TR8 Spitfir TR3A TR3B  
TR4 TR4A TR8 Spitfire  
GT6 Stag TR4 TR4A  
TR5 TR250 e GT6 Stag  
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7



# KC TRIUMPHS

November - December 1997

Volume 19, 6

"Dedicated to the Preservation and restoration of Triumph Sports Cars"



## November - December EVENTS

October 1997

- ◆ 25th - Annual Chili Cookoff

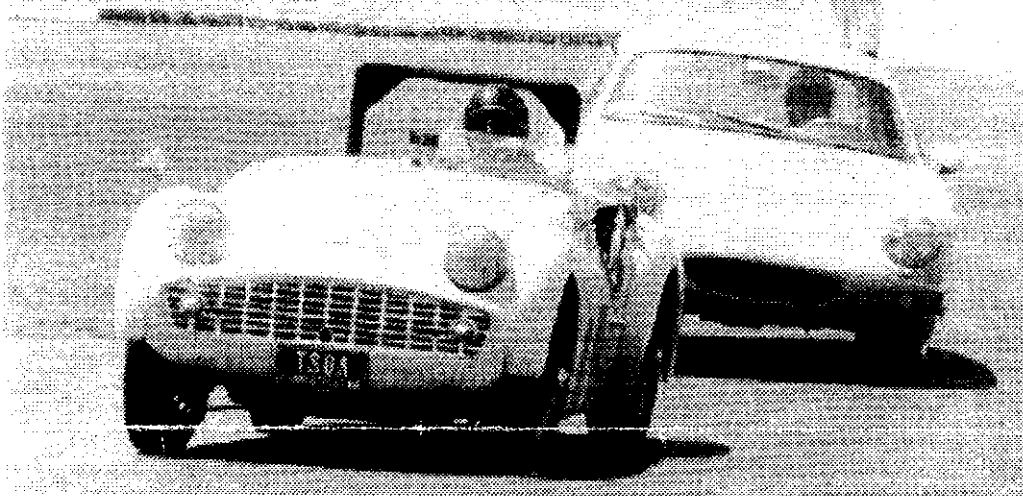
November 1997

- ◆ 9th - WEB Page Tech Session
- ◆ 15th - KC Triumphs Annual Dinner

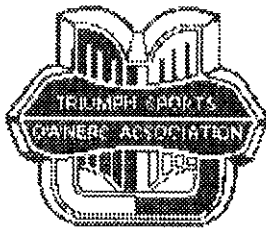
December - 1997

- ◆ 16th - Annual Trolley Ride on the Plaza

## Triumph Sports Owners Association



The Triumph Sports Owners Association (TSOA) was the factory-sponsored club for 26 years from 1956-1981. The TSOA was originally started as a sales tool, with the TSOA Newsletter sent free to every owner of 1958 through December 1981. The newsletter was published in the same format as a monthly, bi-monthly, or the newsletter had a circulation of 40,000. However, with the merger of Triumph into the vintage heritage of the logo, badges, and new Triumph owner. From October of 1981, the TSOA newsletter was published quarterly. At its peak, of nearly 40,000, paid for by Tri-umphant in 1981, TSOA put together an electronic archive of the complete history of the TSOA newsletters, from the first typewritten issues in 1956, through the first glossy issue in October of 1958, to the final issue in Oct.-Dec. of 1981. These newsletters are fun to read, as they describe the glory days of Triumph, and their role in the fascinating, volatile, always optimistic automotive business. If you have any of the issues missing from these archives, please let us know!



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These newsletters can be accessed at [WWW.VTR.ORG/tsoa/tsoa.html](http://WWW.VTR.ORG/tsoa/tsoa.html).

Final Notice!!!  
Membership  
Renewal- "Heart"  
Stickers

It is past time for membership renewals for the 1998 year. Ann Adkins, Club Treasurer, has identified each member who has not renewed their membership by placing a "heart" sticker on your mailing label. If you are one of these people, please contact Ann at your earliest convenience to have your membership renewed. If she is not notified, this will be the last newsletter mailed. See Membership application on pg. 9.



### INSIDE

- ⇒ Director's Notes - pg. 2
- ⇒ Upcoming Events - pg. 4
- ⇒ Featured Car - pg. 7
- ⇒ Tech Tips - pg. 3
- ⇒ Ten Years Ago - pg. 6
- ⇒ Classifieds - pg. 8
- ⇒ Past Events - pg. 4 & 5
- ⇒ All British Winners - pg. 6
- ⇒ Membership App. - pg. 9

## Club Officers

**DIRECTOR**  
Jay & Laura  
Smith  
(816) 468-8483

**ASSISTANT  
DIRECTOR**  
John & Nancy  
Maas  
(816) 452-9097

**SECRETARY/  
TREASURER**  
Ann Adkins  
(816) 415-9584

**PUBLICITY**  
Jay & Laura  
Smith  
(816) 468-8483

**NEWSLETTER  
EDITOR**  
Dan & Jennifer  
Helman  
(913) 383-8976

**MEMBERSHIP**  
Ann Adkins  
(816) 415-9584

**CLUB HISTORIAN**  
Paul McBride  
(913) 441-8499

**TECH EDITOR**  
Roger Hurst  
(816) 373-3100

# Director's Notes

By Jay & Laura Smith

The weather is getting cooler which usually means that British Sports Car driving season is coming to an end. Even as I sit here writing the directors notes, the weatherman is calling for the first freeze tomorrow night. We can't complain though, 'cause we have had this fall and plenty of drive. We wrapped up autumn tours both weather. The first was lowed some nice roads we found several an-to take our money. Our wound up taking the Honda. Randy and Ann Adkins did a nice job of selecting the antique shops and finding some nice driving roads to get to them. I'm always amazed at these places and the broad range of what is considered an antique. It is also interesting to see what becomes valuable as time passes. I heard more than one person saying "If I had known then that this stuff would bring this much money now, I wouldn't have thrown the junk away".



some extremely nice weather opportunities to get out and the season with two very nice blessed with excellent the Antique Run which fol-north of Kansas City where tique shops more than willing baby-sitter fell through, so I whole family in the TR-

Our other fall run was the annual F.A.T. run sponsored by the MG club. Once again Bob and Janet Allen outdid themselves on this two-day, 550+ mile excursion through the back roads of Missouri. Because of the warm fall weather the leaves didn't cooperate this year. However, everything was still a lush green, the weather was just perfect and my \$300 TR-7 performed nearly flawlessly over the weekend. (With the exception of one clogged fuel filter.)

Looking to the future, I'm still hopeful for a few more warm days before winter sets in for good. I hope everyone has had the opportunity to enjoy his or her sports car this summer. And I hope we receive several more top down, wind in your hair, days before the earth's relative angle to the sun is such that the sun's rays striking the northern hemisphere are at such an angle that they fail to provide adequate heating. You know, COLD!

## Editors Notes...

by Dan Helman

Well, the "new" newsletter format seems to be getting easier with every issue. I would like to thank all of you out there who have provided articles and feedback over the past few months. However, I would like to again encourage any and all to help out with articles, tech tips, and Featured Car of the Month articles. Please forward this information directly to me at 2505 West 84th Street, Leawood, KS 66206 or e-Mail to [dheiman@swbell.net](mailto:dheiman@swbell.net). The more articles and tips I receive, the better the newsletter will be. Thanks, in advance, for your assistance.

# Waiting to Exhale!

Paul Huck Jr.

Driving one of the older cars with- in our club, I don't claim to be typical in my experiences of driving a British sports car. However, as I began to clean up the TC for an upcoming British Car gathering, I carried a portable radio out to the driveway to listen to while I worked on washing and cleaning the car. Then a thought occurred to me. In almost any other car, I could simply have turned on the car radio! This then led me to wonder further just how many cars in our club even have a radio? In the TC the radio would serve little purpose, as the wind noise with the top down would make hearing any musical strains almost impossible. I would think that would be the same with most of "our" cars with the top down, windscreen folded flat for 'wind in the face' motoring. Most of our cars are loud and not lockable to prevent a radio from theft. But there is another reason we don't have radios: We love the sound of the car!

I say 'love', but some of the love is apprehension. When we drive a British sports car, we live in 'fear' that something will break. This event is usually signaled by something making a noise, or series of noises prior to the break. Road tests of the latest supercars are filled with descriptions of those wonderful whirring sounds, of the gearbox winding up, of a ripping exhaust note, etc. I maintain the we British drivers have become so "tuned" to our cars that we know most of the sounds and feelings associated with everyday driving.

I can 'sense' something wrong early on when driving the TC. I keep my ear tuned to catch the first abnormal sound or indication of trouble. In driving with this 'fear', I have come to listen to my car talking to me as I drive. We normally experience squeaks, groans, rattles clanks, and the normal sounds of a raspy exhaust note or gearbox protesting as we downshift for a corner, or to brake.

Modern cars have diagnostic computers that give us electronic warnings of failures. My BMW tells me via the lighted message 'tail light' when a bulb burns out or the coolant is low. Not so with an older British car. We must be attuned to our cars, listening to what they are telling us (and, no, I can't "hear" a bulb burn out on the TC!). And tell us they do. Just the sheer joy of hear-

ing everything running right, of the engine 'on song', running in the sweet spot of the rev range where the engine generates most power, is music to most of our ears.

Then I must scan my gauges, watching for that temperature to creep upwards, the oil pressure that drops as I idle, then picks back up on a downshift, or when the engine is revved. Also I

**When we drive a British sports car, we live in 'fear' that something will break.**

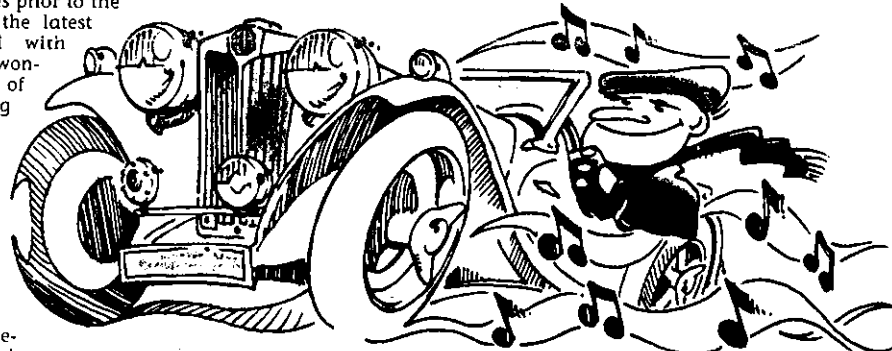
note the associated sighs, clicks, thumps and other sounds the car makes in normal driving. The groan it makes as the suspension eases over a speed bump in the parking lot, or the zippy snarl as I shift up in the 'sweet spot'. All these sounds add to the enjoyment of driving.

There is something about driving the TC that reminds me of Snoopy taking his trusty Sopwith Camel up against

becomes a friend, no longer an inanimate object, one that we can sometimes talk to (come on, we all do, you can admit it here!). With the personality often comes a name. Does your Dodge or Pontiac have a name? Does your British car? Hmmmmm!

While some cars are just transportation, a means of relocating our bodies from one place to another, British sports cars seem to be a means unto themselves, driven just for the joy of getting there. In the '50s drivers would often toot the horn, or give each other a 'thumbs up' as they passed on the roads, as meeting another British sports car was an event. With the demise of production, this once again has become the norm. When you pass a Healey, TR or an MG, usually a wave or beep of the horn is used as a mutual greeting sign, of respect and friendship.

One of the main reasons for joining a British car club is to extend this fellowship, to share with other 'car nuts' the experiences, joys and frustrations of owning and driving such an unreliable, moaning and groaning piece of automotive history. Some will drive daily, some occasionally, some will someday




the Red Baron. Will the thing fly today? Perhaps this indicates part of the adventure we experience, in driving our cars. When you get into your older sports car, do you ever worry that it will complete the journey? I suspect almost every time! When you get in your Chevy, Ford or Toyota, do you ever doubt that it won't? I would think not very often. This 'unreliability' factor is part of the adventure and, part of the need to do without a radio just to listen to the car.

The British manufacturers seemed to presume that car owners just love to fiddle, or tinker with their cars. Therefore the cars were designed to require constant adjustments, tinkering and fiddling. This brings us closer to the car and endears it to us. It becomes like a pet, or a child with a personality. It


(as soon as they get the whatsit fixed again!). With all their foibles, British sports cars all have one thing in common. They are simply FUN to drive! Marque rivalries aside, under the skin they are pretty similar. And they have personalities and names, and they talk to us. But have you ever wondered what they say to each other at night, after we go to bed, when they are left in the garage alone together, or at a meeting? Should we set up a tape recorder in the parking lot or garage, to see what they do say to each other? If the whales and porpoises talk to each other surely our cars could be caught on tape also? We know they talk to us, so it stands to reason they would talk to each other when we're not around! Hmmmmm!

## Upcoming Events...

### OCTOBER




**October 25th 6:30pm - Annual Chili Cookoff Supper** - Woody Underwood and Nanci Maloney are hosting this event this year. Please plan on making your secret recipe Chili or something to accompany it and BYOB. The Underwood's live at 1218 W. 61st St. in Kansas City Mo.



**Triumph Club Camping Trip to Arrow Rock**- Our camping trip has been postponed for this fall and will be rescheduled in the spring. We tried several times to find a date to go, but the camping gods were always against us. This time the State will turn off water and electricity the day before we were to arrive. This has always been a fun event in the past and we will definitely plan on going in the spring.



### NOVEMBER



**November 9th, KC Triumph "Web Page Design Tech Session"!!** PLEASE come join us for our new venture into cyber space. We are in the process of publishing our club events, history, what we do and how to get involved in the club on the Internet and would like to encourage those who have input as to the content of the web page or those who have technical expertise to lend us a hand. Point Person - Dan Heiman. We will meet at 4:00 pm on Sunday, Nov. 9th at the Heiman's @ 2505 West 84th Street, Leawood, KS 66206. Phone: (913) 383-8976. Pizza & Beer will be consumed during our meeting! All welcome!!!!!!

**November 15th, Kansas City Triumphs Annual Dinner at Rembrandts** - See enclosed invitation and information on pg. 5. Remember that reservations are non-refundable and must be mailed to Laura Smith by November 8th.

### DECEMBER



**December 16th, Annual Trolley Ride on the Plaza**- Once again we are planning a trolley ride through the Plaza and surrounding areas to look at Christmas lights. Plan to meet at the Longbranch Saloon on the Plaza at 6:30pm with the Trolley ride to start at 8:00pm. RSVP to Randy Adkins at 415-9584 by Dec. 13th.

## Past Events

\* **Kansas City All British Car and Cycle Show** - Well another All British has come and gone, and if you like lots of British cars and very hot temperatures, then this was the place to be. Thanks to all who helped work the Club tent and continued to make this event one of the premier British Car Shows in the country.

\* **All British Cruise Night at Oklahoma Joes BBQ** - We had our last All British Cruise Night of the season. Everyone that participated in the cruise nights seemed to have a great time because it's a great excuse to get the sports car out for a short drive and eat some good BBQ. A big thank you to Bob Allen for organizing the cruises and giving everyone another great opportunity to get their cars out of the garage.

\* **Triumph/MG Softball Challenge (part II)** - Those MG folks should have stopped while they were behind. After losing the first softball game, they challenged us to another softball game during their annual picnic. We won't embarrass them by printing the final score, but we did prove we don't just drive better cars, we are better athletes too. All kidding aside, we had a lot of fun at both softball games and hope we can continue to do it in the future. Everyone seemed to really enjoy themselves (with the exception of maybe Ann Adkins and Cynthia Yin) with plenty of good British car talk, food and drink.

*(Continued on page 5)*

**Past Events**

*Continued...*

*(Continued from page 4)*

\* **St. Louis All British Car Show**  
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# Annual Dinner

*You are cordially invited to the annual  
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*Saturday, November 15, 1997  
Social Hour 6:00 PM - Dinner 7:00 PM*

*Rembrandts Restaurant  
2820 NW Barry Road  
(see map pg. 8 for directions and phone number)*

*Open Cash Bar with mixed drinks, a large selection of wines, beer & soft drinks*

**Menu**

*Chef's House Salad*

*Rembrandts Medley:*

*4 oz. Filet mignon and 4 oz. Breast of chicken,  
grilled and topped with sauce*

*Dutch Potatoes*

*Steamed Vegetable of the Day*

*Hot Rolls with butter*

*Chocolate Mousse*

*Choice of Beverage: coffee, tea, soft drinks, juices*

*\$20.00 per person*

*Secure your reservation for dinner by sending a  
check made out to*

*K.C. Triumphs*

*Deadline: November 8<sup>th</sup>*

*Mail to: Laura Smith, 1315 NE 69th St., Gladstone, MO  
64118  
816-468-8483*

*Please note that reservations are non-refundable.*

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by Joe Curry - Tyee Triumph Club

I have taken on the daunting task of compiling a database of all remaining Spitfires. The project began as a curiosity and has grown into a full fledged obsession. As the owner of a '63 Spit and member of the Tyee Triumph Club, I wanted to see how rare the cars have become over the years. Now, I want to extend the effort and publish the Internet for the owners. In an owners, I am ap- tions that are read as well as clubs. am compiling is Model, Current number, Owner's location (city, don't want to list the ones that are information on the benefit of all Spitfire effort to reach all peeling to publica- by Spitfire owners The information I as follows: Year, color, Commission name, Vehicle's State, Country). I all Vehicles, only driveable (street or track) or in the process of being repaired or restored. I don't want parts cars or those being stripped down. I haven't decided where to list the database at present, but I am entertaining offers from a couple of sources. Perhaps VTR would be the ideal place to publish the information. I plan to include feedback capabilities so that the data will continue to be refined and updated. Before I can do any of this, I need your help. I would ask that you include my request in upcoming publications to your readers. I can be reached at my E-MAIL address: <curry@wolfenet.com>, by phone at (425)788-1808 or by Mail at: 19308 224th. Court NE, Woodinville, WA 98072.



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Congratulations

1st Place	Morgan	David and Kay Perkins
3rd Place	TR3	Jerry and Carlene Adams
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3rd Place	TR4/A/250	Michael Robins
3rd Place	Early TR6	Richard and Ann Woody
1st Place	Late TR6	Kay and David Perkins
2nd Place	Early Spitfire/GT6	Randy and Ann Adkins
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1st Place	Late Spitfire/GT6	Jim Merrick
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### MEMBERS

#### Final Notice!!!

#### Membership Renewal- "Heart" Stickers

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By Paul McBride

November 1987 - KC Triumph members were enjoying the many fall driving events and planning the annual dinner. Assistant Director Ted Honig and wife wrote of their wonderful trip in the TR6 to the Memphis TN. British car show. Director T.R. Wilson led the way to Weston for a tour of the wine and spirits. and a picnic in the park.

The annual dinner was at Roadway Inn, 1-435 and Metcalf. Organized by Marice Ballesteros and Marilyn McBean, activities included viewing vintage car race tapes, and a trivia quiz by yours truly.

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*Continued...*

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## FEATURED CAR OF THE MONTH

Randy Adkins' 1979 Spitfire 1500

By Ann Adkins

"He who dies with the most toys WINS" is definitely my husband's motto. Through our almost 10 years of marital bliss I have grown accustomed to accepting Randy's collection of "big boy" toys. Of all these toys the one closest to his heart is the Spitfire.



Randy turned 16 years old in February of 1980. His father threw him a set of keys and said, "Happy Birthday Son!" Randy headed straight for the driveway and found his British Racing Green Spitfire. Having sat behind the wheel of his older sister's TR7 numerous times, he hopped in and zoomed off to show all his friends. The Spitfire has been a chariot for many dates, homecomings and proms. It even made the warm journey to college when Randy attended Arizona State University. Randy mentioned his car was a definite woman catcher at the St. Patrick's Day parade. How many women could pass up a cute little Irish guy driving a green car????

Looking back, I can actually say that the Spitfire was right there with us when we met. Randy and I originally met when he was 16 and I was only 12! He bought my brother's motorcycle and would come over each month to drop off a payment. When I heard that little car pull up I would run to the front door to greet the cute brown haired guy who drove it. Randy would always pat me on the head. Seven years later we met again, this time Randy took a little more interest. I remember the first time Randy decided to drive the Spitfire on one of our dates, I walked out of my house thinking to myself, "What is my hair going to look like when we get there?!?!". On that evening, my little Don Juan had planned a romantic adventure of ... serving court papers - OH what fun! When we arrived in Cowgill, MO, the Triumph began sputtering and we had to pull over. It seems the car developed a minor ignition problem which Randy assured he could fix in a matter of minutes. A rainstorm moved in and Randy forgot the top leaked - on my side of course! I was equally thrilled when Randy presented me with this little beauty as my wedding gift on August 6, 1988.

We did not do too much with the car until we found the Triumph club back in 1990. With the assistance of Jim Brady, Randy is now his own chief mechanic. He still knows when to hang up the wrench and call Roger Hurst. I can actually say it is due to our club that I have developed a passion for Triumphs and I would not trade that little green Spitfire for anything!

## Welcome New Club Members!!

### WELCOME

Mike and Vivian Hacker  
5511 West 103rd  
Overland Park, Kansas  
1974 Spitfire

Dennis and Julie Haygood  
Rt. 4 Box 522  
Galena, Missouri  
1959 TR3A

Jim and Jane Dunlap  
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1980 TR7 Convertible

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Kansas City, Missouri  
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Joseph "Randy" Barnes and  
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Kansas City, Missouri  
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*(Continued on page 8)*

### WELCOME



# Classifieds

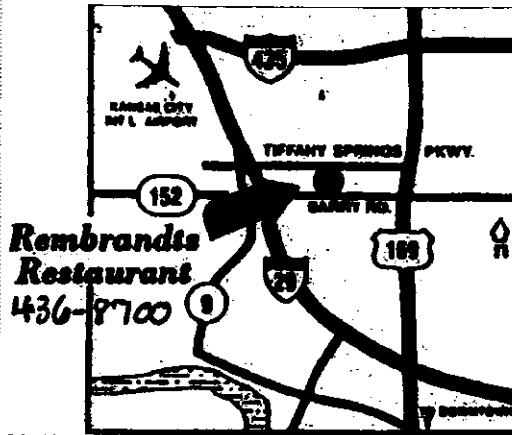
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## Directions to Rembrandts...



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(Continued from page 7)

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1976 TR6

Michael and Nancy Lewis  
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1962 TR3B

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1972 GT6

Sydney "Diann" Pommier  
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## WELCOME

## HOW DO I BECOME A KC TRIUMPH?

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## British Car Related "WEB Sites"

by Dan Heiman

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## Model Car Awards!!

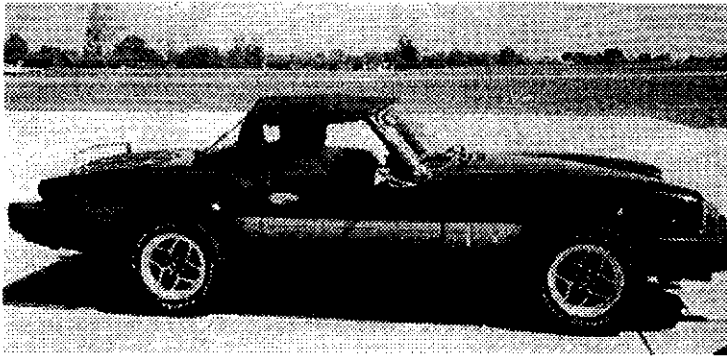
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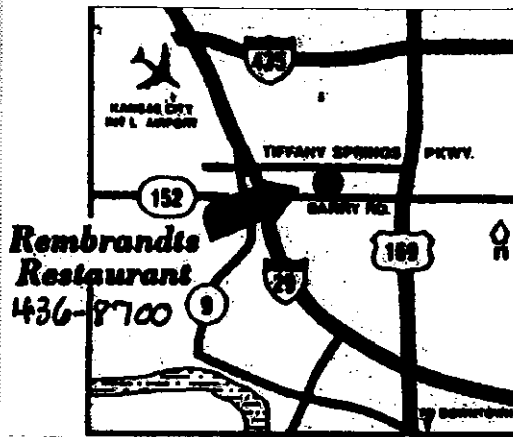
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Car Information:  
Year: \_\_\_\_\_ Model: \_\_\_\_\_ Commission # \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Membership Dues & Information

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So, get involved! Club membership dues are \$15.00 per year due **by September 1st** each year. New & existing members make checks payable to **Kansas City Triumphs** and mail this form along with your check to:

*-Place check in an envelope, staple to this form, fold here and mail-*

\*\*\*\*\*

First  
Class  
Stamp

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Kansas City Triumphs  
c/o Ann Adkins, Membership  
13423 Reynolds Rd.  
Kearney, MO 64060**

*Staple Here*



2505 West 84th Street  
Leawood, KS 66206



PAUL McBRIDE  
& MARGARET  
22714 W 51ST ST  
SHAWNEE, KS 66226

STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8  
SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
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