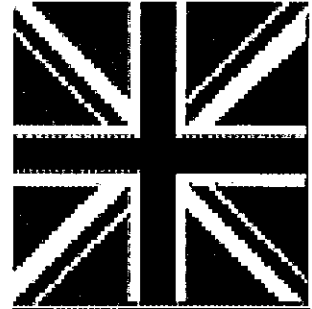
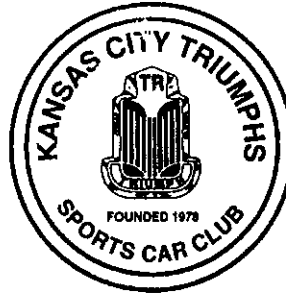


"Dedicated to the Preservation and restoration of Triumph Sports Cars"



# KC Triumphs Annual Dinner



The 1997 Annual Dinner was a great time and a wonderful event this year at Rembrandt's Restaurant. Pictured above are the club officers who were all present. From left to right: Paul McBride, Nancy Maas, Ann Adkins, John Maas, Laura Smith, Jay Smith, Dan Heiman & Jennifer Heiman. See details of the event on page 4.

## January - February EVENTS

### January 1998

⇒ 24th - Officers' Meeting

### February 1998

⇒ 10th - Annual Planning Meeting

### March 1998

⇒ 3rd - Club Night Out

\* For more details on upcoming events see pg. 4



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	⇒ Upcoming Events - pg. 4	Ten Years Ago -pg. 6	Treasury Report - pg. 5
	⇒ Featured Car - pg. 7	Club Roster - pg. 8	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  
Heiman  
(913) 383-8976

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

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

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

# Director's Notes

By Jay & Laura Smith

There doesn't seem to be a whole lot for me to write about this month in the way of Triumphs, or sports cars in general. I have continued to drive my TR-7 everyday as long as it's not snowing or my electrical system isn't acting up again. Imagine that! The other day I was leaving town on an early flight



ing to be gone - all-planned to hop in the morning and drive it little surprised to looking and see several ground and it was still The street was an un- as not a single car had driven on it, let alone a snowplow. "Well, so much for driving the TR-7." I'm not that crazy. Besides I was running a little late. So I closed the door and headed down to the garage to get in the truck. As I opened the garage door I remembered that I still had my 3-wheeler in the bed of my truck. This usually isn't a problem as it provides additional weight over the rear tires even though I have 4-wheel drive. But I couldn't leave it in the bed of the truck for a week long stay at the airport, not if I ever wanted to ride it again. So I backed the truck out of the garage and started unloading a several hundred pound 3-wheeler at 5:30am in a snowstorm. Fun stuff! You may be asking, why do you keep it loaded in the truck in the first place. A question I get asked a lot and it basically comes down to storage or a lack thereof. Laura and I have three cars stuffed in a two-car garage with her car, my truck and the TR-4. The TR-7 still has to sit outside. (I could use a barn the size of Randy Adkins'.) Anyhow, the truck becomes the storage place for my ATV at least during the winter. This usually isn't a problem as it's light enough that I can load and unload it myself in just a few minutes. As long as it's not SNOWING! Well, I made my flight but I didn't see a single sports car on the road that morning. Not much of a story, but you get what you pay for!

I would like to thank everyone in the club for another fun and exciting year. Thanks to everyone who sponsored an event or helped out the club in any possible fashion. I hope everyone has a very happy and safe Christmas and I look forward to seeing everyone at the planning meeting in February.

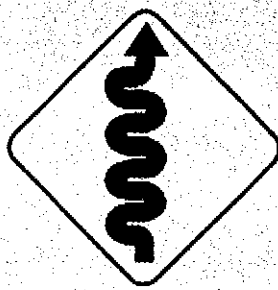
out of KCI. I was gone almost a week and had TR-7 early Monday to the airport. I was outside the next morning inches of snow on the coming down strong. touched white blanket,

## Ballast vs. Non-Ballast Ignition Coils

by Dan Masters

Many Triumph owners opt to replace their standard coil with the Lucas Sport coil, to get a hotter spark. Often, though, they neglect to bypass the ballast resistor, used on some of the later models. Failure to do this will negate the benefit of using the hotter coil, as the Sport coil is designed to be used without a ballast resistor. What is the difference between the two types of coils?

Basically, a non-ballast coil is designed to produce full spark output with 12 volts on the input (+ terminal). A ballast coil is designed to produce the same spark output, but with only 6 to 9 volts on the input. With a non-ballast coil, the input to the engine is running, or being cranked the starter relay 1 by-passes the ballast resistor, and applies the designed to provide full spark with full 12 volts produces a much hotter the engine starts, and the starter motor the lower voltage, and the coil output reason the ballast type coil is not run to prevent damage to both the coil



the coil is the same, 12 volts, whether the by the starter motor. With a ballast coil, last resistor when the starter motor is full 12 volts to the coil. Since the coil is reduced voltage, the application of the spark, which is an aid in starting. After motor is off, the coil voltage is dropped to is the same as for a non-ballast coil. The at the full 12 volts, for a hotter spark, is and the points.

With a non-ballast coil, power is applied to the coil directly from the ignition switch, via a white wire. Power to the ballast coil comes from the ignition switch to the resistance wire, and then to the coil. When the starter relay operates\*, power from the battery, via a brown wire, is routed through the contacts of the relay, via a white/yellow wire, to the coil. This shorts out the resistor wire, by placing 12 volts on both ends of the wire. With the same voltage on both ends, no current flows, so no heat is generated. The current flow is shunted around the resistor wire. This bypassing of the resistor wire places the full 12 volts on the coil.

As for the modifications required to switch from a ballast coil to a non-ballast coil, it couldn't be simpler - just run a wire from the most convenient white wire you can find (probably at the fuse box), directly to the + terminal of the coil (of course, all the rules of good wiring practice should be used). No need to remove the resistance wire, because it will now be constantly bypassed, just as it was before when cranking. This will work with any model Triumph, but there is an easier way with the '74 - '75 TR6. The resistor bypass wire from the starter relay to the coil (white/yellow) can simply be lifted from the relay terminal and moved to the fuse box terminal where the white wire is attached. The relay is located very close to the fuse box, and unless someone has modified the car with additional accessories, there is a spare terminal by the white wire that can be used.

The ballast resistor will need to be bypassed for any coil that is designed to be used without one, whether it is a high performance coil, or just a replacement, for example, using a coil from an earlier model Triumph. In the TR6, the ballast resistor was used only from '74 and later. As I understand it, the modifications made to these cars to meet the environmental concerns made them hard to start, so the ballast type coil was used to get the extra hot spark during starting, since starting places the most stringent demands on the ignition system. Other models made the changeover in roughly the same time frame.

Bypassing the resistor is only one of the changes necessary to utilize the full advantage of the Sport coil, or any high output coil for that matter. Unless you also increase the spark plug gap, the plugs will continue to fire at the same coil secondary voltage as before, give or take a little, and will not give the hotter spark that you paid for. The voltage rise at the output of the coil secondary, although rapid, is not instan-

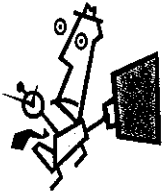
(Continued on page 6)

## Upcoming Events...

### JANUARY

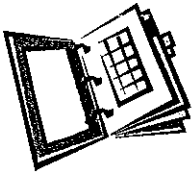


**January 24th, (Sat.) 11:00 am - Officers Meeting** - We will be meeting at Houlihan's on the Plaza for our January Officers Meeting to outline/prepare items for the Feb. planning meeting. Of course we'll stay and have some food too!



### FEBRUARY

**February 10th, (Tues.) 6:00pm - Annual Planning Meeting-** This year our annual Planning Meeting will be at Charlie Hoopers in Brookside. (12 W. 63rd St.) Come prepared with lots of ideas on activities/events you would like to see YOUR club participate in during the upcoming Triumph season! Of course we'll be eating at this event too! For questions or directions contact Jay Smith. (816-468-8483)



### MARCH

**March 3rd, (Tues.) 6:00pm - Club Night Out-** Since we're on a roll with eating events, why not have another one. This club night out will be at the Mill Creek Brewery in Westport at 6:00pm. For questions or directions contact Jay Smith. (816-468-8483)



direc-

## Past Events

**Annual Chili Cookoff Supper** - was held at the Woody Underwood/Nanci Maloney home this year. This event is always highly anticipated, and for a good reason; great food, drink and comradery. This year Randy Adkins introduced a new chili type to the club. Seems Randy went hunting in Wyoming earlier in the year and shot an elk. Well when you have a freezer full of meat you find different ways to get rid of it. It did make a nice chili though. Woody showed lots of car videos during the party and several of us got the chance to experience John Maas' new car. A four door, nineteen seventy something Dodge Dart straight from grandmaville! Would you expect anything less from John? A big Thank You to Woody and Nanci for opening up their beautiful house again for this event.

**Kansas City Triumphs Annual Dinner** - Rembrandts turned out to be a great place to have the annual dinner. There were even a few Triumphs that ventured out on the cold

*(Continued on page 5)*

CONTINUED

## Past Events

CONTINUED

*(Continued from page 4)*

night. We started off with drinks in the bar and then moved into our private room for dinner. The atmosphere was cozy with a fire in the fireplace, Christmas decorations around and an enjoyable meal as well. The winners of the model car display were John Maas and



John & Charlie receiving their awards!

Charlie Hoch.

**Annual Trolley Ride on the Plaza** - This annual event had to be moved from our original meeting location of several years because it went out of business. That didn't hinder Randy Adkins from quickly calling around the Plaza area to find another place for the club to meet. We wound up at the Granfalloon on the Plaza and had a great turnout for the event. (Even some of those MG folks showed up.) We all enjoyed food and drink until the Trolley showed up to take us on a tour of the city Christmas Lights. Thanks again Randy for setting up this enjoyable club tradition.



## Miscellaneous TR Stuff



Dueling Spitfire's and TR4's at this years Ozark trip. These guys are WAY too COOL!! Pictured from left to right are Charlie Hoch, "the guy known as Brad", Randy Adkins & Jay Smith.

## Treasury Report

Beg. Cash Balance @ 12/31/97	\$759.10
+ Cash Inflows	\$ 0
- Cash Outflows	\$ 0
End. Cash Balance @ 1/1/98	\$759.10

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter moving forward.

## British Classic Car Engine Remanufacturing

### MINICK ENGINE

319 N. Cedar  
Abilene, KS 67410

(800) 760-1455

(785) 263-1455

email: danM@access-one.com

web: <http://access-one.com/djm/engine.htm>

# TRIUMPH "POW WOW"

1998  
 South Central Regionals  
 of the  
 Vintage Triumph Register  
 April 24, 25 & 26th

HOSTED BY  
**C.O.V.T.R.**  
**OKC TRIUMPH CLUB**

▶▶▶▶▶  
 come to  
 "NATIVE AMERICA"  
 for a  
**TRIUMPHANT POW WOW**

▶▶▶▶▶  
**GET THAT PONY (TRIUMPH)  
 OUT OF THE GARAGE AND  
 RIDE IT TO A FUN TIME AT  
 LAKE EUFAULA, OKLAHOMA**



CONTACT: Cathy Danford - (800) 822-4868 Fax - (405) 232-2837  
 Bob McCarty - (405) 329-5237



## EVENTS

- ▶ GOLF TOUR.
- ▶ CAR WASH  
Free Food, Beer,  
Friday Night
- ▶ CONCOURS  
CAR SHOW  
ON THE LAKE
- ▶ RALLY -On the  
Back Roads of  
Native America
- ▶ B-B-Q DINNER
- ▶ RAFFLE
- ▶ GAMING
- ▶ BRUNCH
- ▶ AWARDS

## Membership Roster 1998

Thanks to Ann Adkins for providing a copy of the 1998 club roster (see back page). This is a great list to keep handy for staying in touch with fellow TR club members.

## Ten Years Ago...

By Paul McBride

January 1988...

The yearly planning meeting was scheduled at Larry Gaines' Maggie Jones Southport Cafe. Special plans were in the mix as the club was approaching its 10th birthday.

Ricci and Marice Balles-teros announced their resignation as editors of the newsletter, prompting a search for a replacement.

Richard and Margaret Luthy joined KC Triumphs and are now members of that small but growing group of 10+ year members (although I haven't seen them recently).

Put a Triumph in your day!!

-Paul McBride

### Tech Tips... (Continued from page 3)

taneous. As the voltage rises from zero, as soon as it reaches the value high enough to jump the plug gap, it will. Since the plugs were firing at 20,000 volts with the old coil, that will fire at that voltage level regardless of the maximum voltage potential of the new coil. As soon as they fire, and the arc begins, the voltage drops to zero. By widening the gap, the voltage must rise to a higher value to jump the gap. Ideally, the plugs should be gapped to the widest setting that will still allow them to fire under all engine operating conditions. Usually, the coil manufacturer will give recommended gap setting, but these should be used as the starting point, and adjusted from there as experience dictates.

For a more detailed explanation of ignition systems in general, see Inductive Discharge Ignition Overview. In some cases, the switching function is provided by a spare set of contacts on the starter solenoid.

The above article has been provided courtesy of :

Dan Masters / danmas@aol.com

## FEATURED CAR OF THE MONTH

Bill & Linda McDevitt  
1964 Spitfire MK 1

At the time of purchase, I owned a 1970 Spitfire and had placed an ad wanting to purchase a Spitfire parts car, which was promptly replied to and I bought a 1969 unit. About three weeks after the ad expired, I received a call asking if I was still looking for a Spitfire, I couldn't say no without hearing what he had! After hearing that he had it in storage for thirteen years, it was light blue and had a blue interior, I stated that I would be right over to see it. After seeing the color scheme (which looked original) I purchased it on the spot! As you might guess, my wife Linda was not real pleased that I was now the proud owner of three Spitfires. However, I ended up selling the "1970" at the 1991 Roadster Factory Summer Party for a handsome price, which went a long way towards the restoration of the "1964".

Wanting to do this one "right", and to be sure it looked the same as it did when it came off the assembly line, I wrote to the "British Motor Heritage Trust" and obtained the "Production Record Trace Certificate", which shows all the serial numbers, colors, accessories, etc. I, then, began my quest to obtain any and all new O.E.M. parts that may be available, if they were not available anywhere, I refurbished the old to new specs. At the same time I completely disassembled the entire unit, every piece was sand blasted or glass beaded, painted piece by piece and then reassembled. That was the best thrill, seeing it start to look like a car again!!!

Since the ground up restoration in July 1993, I have won a total of 25 trophies and have traveled nearly 20,000 miles in this adventure. 16 of the trophies are 1- "Second in Class" (Peoples Choice), 1- "Third Place in Class" (Peoples Choice), 1- "Bad Luck Trophy", 2- "First in Class" and 1- "Second in Class" Autocross Trophies at three separate National Triumph VTR shows. Last, but definitely not least, is my two special awards "Best of Show" as I never ever expected my little bitty "Spitfire" to beat out the big TR's and other rare Brits. I do not wish to down play my win in Nebraska City in 1996 as there were some really nice Brit's there. However, it was a small turnout as it rained all day!! (Maybe mine looked good in the rain!!)

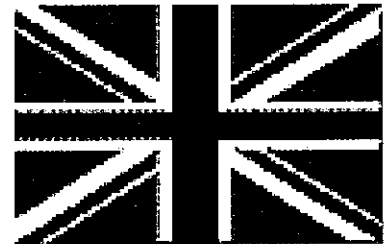
My most thrilling, shocked, surprised and speechless win was at the "1995 Canadian Triumph Classic" held in Waterloo, Ontario, Canada. I was called up to the podium three times, first in Class, Bad Luck (another story) and the winner of a Charity raffle (which I never received). I thought it was all over for me. However my name was called once again, at the podium I was presented with the "Best of Show" traveling trophy, asked for any words and all I could say was "I'm shocked and speechless as "Spitfires" never have won "Best of Show"!!" I was interviewed on local TV and was provided with a copy of the interview, which I take much pride in!!!!!!

## 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:

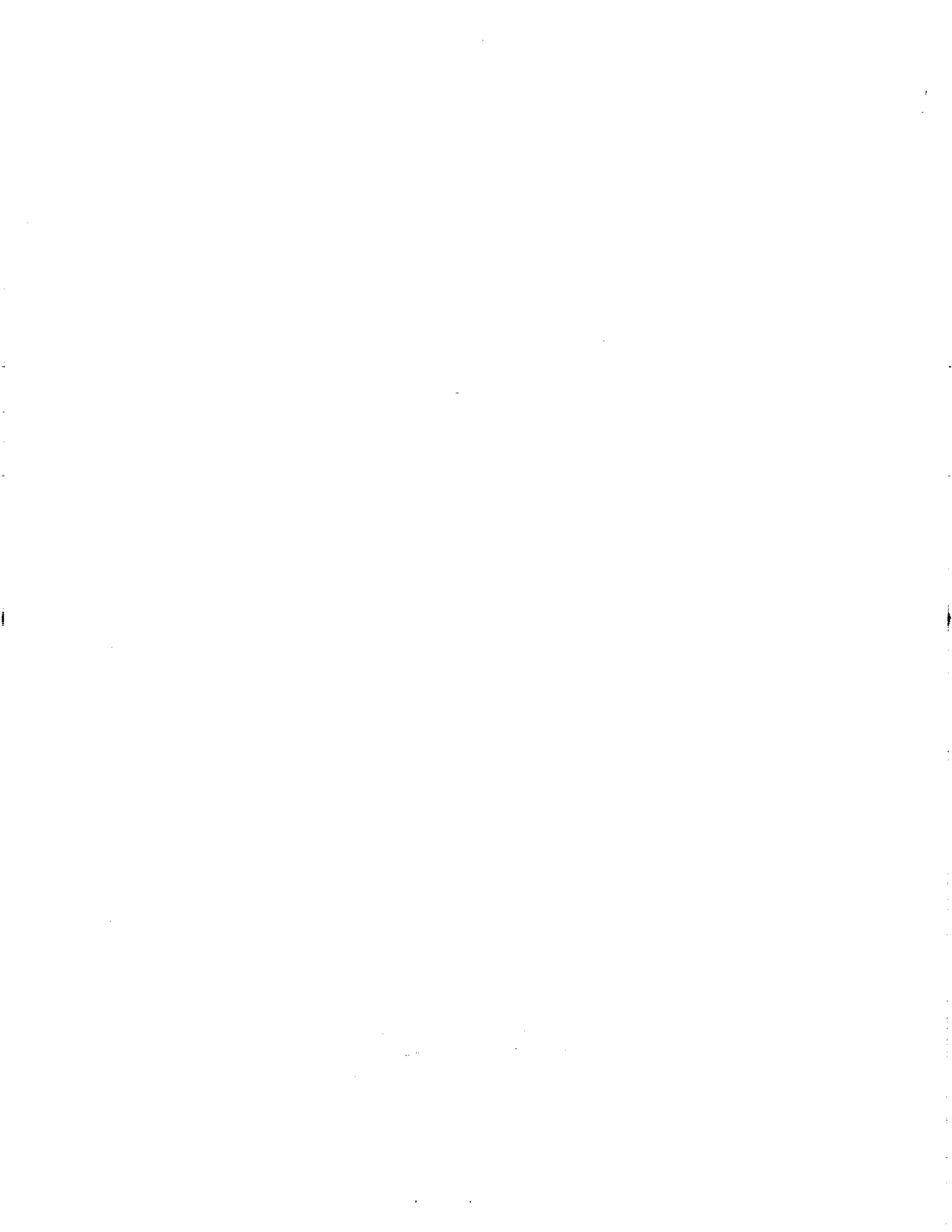
Dan Heiman  
c/o TR Newsletter  
2505 West 84th Street  
Leawood, KS 66206

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 priv-



## 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.





# 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, Kansas.

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

TR6 TR7 TR8 SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4

TR4A TR5 TR250 STAG TR2 TR3

TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8 SPITFIRE GT6

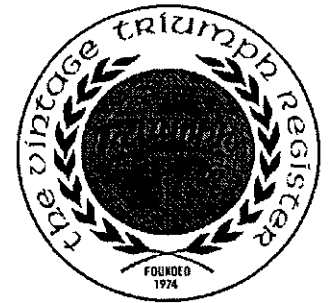
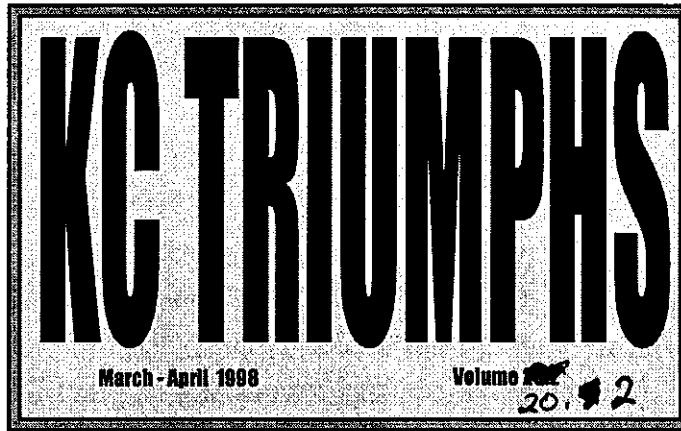
STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8

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"*

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

Local Chapter of the  
Vintage Triumph Register



## SPECIAL INTEREST AUTO



Feast your eye's on this RARE (35,475 original miles) 1959 TR3A! Bob White, original and long time KC triumphs member talks about his life long love for triumphs and about his very rare car collection. In fact, bob claims this TR3 still has british air in the tires!!! See pg. 9.

### INSIDE

- ⇒ Director's Notes - pg. 2
- ⇒ Past Events - pg. 5
- ⇒ Featured Car - pg. 7
- Upcoming Events Annual Calendar - pg. 4
- Treasury Report - pg. 5
- New members - pg. 8
- Ten Years Ago - pg. 6
- Special Interest Auto. - pg. 9

## club officers

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

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

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

# Director's Notes

By Jay & Laura Smith

This year's planning meeting was a big success. Any Triumph planning-meeting that takes less than four hours I consider a success. Seriously though, we have a great schedule for this year and plenty of opportunities to get out and enjoy our Triumphs. Part of the planning meeting was working club officers show up and agree with Officers met the week meeting to get the would like to extend my reason for the quick because of your hard (Myself excluded. I just everything they say.) before the planning groundwork laid out. I gratitude to this group of people for making my job so easy. I would also like to thank everyone who attended the planning meeting and offered some good suggestions for this year's activities. This year there are a few changes, a few new items, and several traditional events that make up our calendar. Spring will be here soon, it's not too early to start thinking about Sports Car Driving Season!



In other news, the club will soon be on the Information Super Highway with our own Internet homepage. Dan Heiman is heading up this project so that anyone with access to the Internet will soon be able to check out the Kansas City Triumphs via their computer. Dan is becoming quite the computer geek, and we're proud of him. The final format hasn't been set yet, but when I last checked Dan was making great progress. A big thank you to Dan for the idea and taking the lead.

We've had such a strange winter that I never even put the TR-4rd on blocks this winter. There were several opportunities to get out and drive in unseasonably warm winter weather. The clouds blocked out the sun for some long periods, but overall a rather enjoyable winter. I'm ready for some top down warm weather driving. How about you?

Jay

KEEP 'EM ON THE ROAD!!

# Underworked. Overpaid. Oversexed.

A Retrospective look at Life At Triumph in the 1960s  
by John McCartney

**T**hose three words, uttered by the London Regional Sales Manager in 1966, were his summary of the six salesmen employed at the company's main London showroom. I entered within these unique portals in the autumn of 1967, having spent almost a year on the American desk in the Personal Export Sales Department in Coventry. Even though my own arrival was a year later, I doubt that the workload, remuneration or libido of any of my colleagues had changed all that much.

Standard Triumph, together with many European vehicle manufacturers, took full advantage of a loophole in the import tariff laws of many foreign countries. Simply, if a new vehicle was imported within those boundaries bearing a registration plate of another country, it was deemed as 'used' and consequently attracted either a greatly reduced level of import duty, or no duty at all.

The United States was one such market, although it was by no means the only one. There were two ways to approach the matter on tax-free sales. A U.S. customer could come to Europe on holiday and collect a car which had been ordered and paid for in the States. They could then use the car for the duration of their stay or up to one year, and prior to their return, hand it back to the company for follow-on shipment. If they did not want to drive it in Europe, their mere presence in England (or the supplying market) was sufficient to just 'sign' a vehicle shipping form. This obviously had to be done in both cases, but in the latter instance, it meant a brand new totally unused car, bearing British export number plates arrived in the States, as a secondhand car for taxation purposes.

The six young men who manned the showroom in Berkeley Square, found themselves in a rather unique trading situation. Indeed, it was a situation for some envy among our contemporaries. As far as the Home Market was concerned, first and foremost, Berkeley Square was Standard Triumph's permanent shop window for the British market. While we could not sell cars to UK residents, we always kept one of each model on permanent display, so anyone who lived in the London area, but could not find a car to examine at a local dealer, would probably find one 'in the Square.'

The then UK Sales Director, Lyndon Mills, was adamant that we should always have one car in each colour of the total available range. The company did not offer metallic or pearlescent colours at that time, although the Service Department at Western Avenue (Park Royal) was always willing and able to do 'specials' of that sort. Western Avenue was something of a law unto itself in that regard - to be mentioned later - and at some length. Thus, anyone entering the showroom, could with reasonable certainty, examine any car in the range in any colour. The showroom stock would therefore comprise:

- Herald 1200 Saloon
- Herald 13/60 Saloon or Convertible
- Herald 13/60 Estate
- Vitesse Saloon or Convertible
- 1300 or 1300 TC
- Spitfire
- GT6
- TR4A then TR 5 and later a TR6
- TR250 and US Spec TR6 were kept elsewhere)
- 2000 Saloon or Estate
- 25PI Saloon or Estate
- Stag

(Continued on page 6)

# 1998 CALENDAR OF EVENTS

## MARCH

- ◇ WEDNESDAY 3RD - 6:00 P.M. - CLUB NIGHT OUT @ MILLCREEK BREWERY IN WESTPORT.
- ◇ SATURDAY 28TH - 6:30 P.M. - SOUP & STUFF (ST. PAT'S THEME) JIM & CYNTHIA YIN/BRADY - 9728 HIGH DRIVE, LEAWOOD, KS (913) 642-1769
- ◇ SAT/SUNDAY 21ST & 22ND - ST. LOUIS MG ENDURANCE RALLY JAY SMITH POINT PERSON - (816) 468-8483

## APRIL

- ◇ FRIDAY 3RD - 7:00 P.M. - ALL BRITISH CRUISE NIGHT @ OKLAHOMA JOE'S BBQ - 47TH & MISSION ROAD
- ◇ WEDNESDAY 8TH - 6:00 P.M. - CLUB NIGHT OUT @ TASSO'S GREEK RESTAURANT IN SOUTH KC. JENNIFER HELMAN POINT PERSON (913) 383-8976
- ◇ SATURDAY 18TH - 10:00 A.M. - AFTER TAX WASH, WAX & TUNE UP @ RANDY ADKINS' HOUSE 13423 REYNOLDS ROAD - KEARNEY, MO (816) 415-9584
- ◇ SUNDAY 26TH - 12:00 - 4:00 P.M. - ALL BRITISH CAR, CYCLE & PARTS SWAP MEET. NEBRASKA CITY, NE SEE INSERT

## MAY

- ◇ FRIDAY 8TH - 7:00 P.M. - ALL BRITISH CRUISE NIGHT @ OKLAHOMA JOE'S BBQ 47TH & MISSION RD.
- ◇ THURSDAY 7TH - 6:00 P.M. - CLUB NIGHT OUT - HOULIHAN'S @ 119TH AND ROE - POINT PERSON - DAWNA ADAMS (913) 441-2733
- ◇ SATURDAY 9TH - BRITISH SWAP MEET - DOWNTOWN KC
- ◇ SAT/SUN 16TH & 17TH - CHUTE OUT IN CHANUTE - JAY SMITH POINT PERSON - (816) 468-8483
- ◇ 18TH THROUGH 22ND - NATIONAL ALL BRITISH CAR WEEK
- ◇ FRI/SAT 29TH & 30TH - OKLAHOMA CITY ALL BRITISH CAR & CYCLE SHOW-OKLAHOMA CITY, OK

## JUNE

- ◇ FRIDAY 5TH - 7:00 P.M. ALL BRITISH CRUISE NIGHT @ OKLAHOMA JOE'S BBQ 47TH & MISSION RD.
- ◇ TUESDAY 9TH 6:00 P.M. - CLUB NIGHT OUT ON THE BORDER 119TH & ROE - POINT PERSON MARGARET MCBRIDE (913) 441-0499
- ◇ 12TH - 14TH - MG HEARTLAND REGIONALS - INDEPENDENCE SQUARE - SEE INSERT
- ◇ SAT/SUN 20TH & 21ST - MAAS MADNESS RALLY

## JULY

- ◇ WED. 8TH - CLUB NIGHT OUT - MAX'S AUTO DIMER @ 85TH AND WORTHALL POINT PERSON - WOODY UNDERWOOD - (816) 523-8356
- ◇ TUES-FRI 21ST-24TH - VTR NATIONALS - HUDSON, WI
- ◇ FRIDAY 17TH - 7:00 P.M. - ALL BRITISH CRUISE NIGHT @ OKLAHOMA JOE'S BBQ - 47TH & MISSION ROAD

## AUGUST

- ◇ SATURDAY 1ST - SONIC DRIVE-IN NIGHT
- ◇ FRIDAY 7TH - 7:00 P.M. - ALL BRITISH CRUISE NIGHT @ OKLAHOMA JOE'S BBQ - 47TH & MISSION ROAD
- ◇ FRI/SAT/SUN - 14TH - 16TH - ANNUAL LAKE OF THE OZARKS TRIP

## SEPTEMBER

- ◇ FRI/SAT/SUN 4TH - 6TH - KANSAS CITY ALL BRITISH
- ◇ SAT/SUN 19TH & 20TH - ARROW ROCK CAMPING TRIP
- ◇ SAT/SUN 26TH & 27TH - MCPHERSON, KS SCOTTISH FESTIVAL & HIGHLAND GAMES/ALL BRITISH MOTORCAR GATHERING

## OCTOBER

- ◇ SATURDAY 3RD - ANTIQUE RUM
- ◇ SUNDAY 4TH - LAWRENCE CAR SHOW
- ◇ SAT/SUN 17TH & 18TH - KANSAS CITY MG F.A.T. RUM
- ◇ THURSDAY 14TH - ANNUAL CHILI COOK OFF

## NOVEMBER

- ◇ SATURDAY 14TH - 20TH ANNIVERSARY ANNUAL TRIUMPH DINNER @ REMBRANDTS IN NORTH KANSAS CITY, MO

## DECEMBER

- ◇ TROLLEY RIDER
- ◇ CLUB NIGHT OUT - SAM'S TOWN CASINO

## NOTICE

TIMES, DATES AND LOCATIONS SUBJECT TO CHANGE. PLEASE REFER TO MOST RECENT NEWSLETTER FOR CORRECT INFORMATION.

**Past Events**

**February 7th - Club Web Page Planning session -**

Held at the Heiman's house. Thanks go to Dan Heiman, Jay Smith and John Maas for their thoughts and innovation (or just computer geek abilities) in developing the KC Triumph Web site. However, the site is still "under construction". Keep your web-browsers on standby!!

**February 10th - Annual Planning Meeting -** Held at Charlie Hooper's Bar and Grill in Brookside. Approximately 20 people attended this event, all were ready to mark their calendars and volunteer to host/plan this year's events. A tentative calendar of events has been included on page 4 for your reference. We are still looking for individuals to host/plan some of our events (for example - Chili Cook Off, Antique Run and Holiday Trolley Ride). If you are interested in becoming more involved, call Jay Smith about hosting an event!!



**KC All British Cruise Night**

Although Bob Alan swore he would never do it again, he has agreed to coordinate the Kansas City All British Cruise Nights for 1998. Once again, they will be held at Oklahoma Joe's BBQ at 47th and Mission on Friday nights from 7PM until whenever. The dates this year will be:

- April 3rd (tentative as it might miss newsletter cycle)
- May 8th
- June 5th
- July 17th
- August 7th

The proprietors are again promising \$1 draft beer. They may be fudging on the 10% meals, however. So write the dates on your calendar and come out for some low-key British Car Natter & Noggin'. Thanks to Bob for organizing these great evenings out for 1998.

**Treasury Report**

Beg. Cash Balance @ 12/97	\$759.10
+ Cash Inflows (3 new memberships)	\$ 45.00
- Cash Outflows	
Newsletter printing/postage	(\$132.63)
Jan Bank Fee	(\$ 10.00)
Feb Bank Fee	(\$ 10.00)
End. Cash Balance @ 2/98	\$651.47

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter.

**British Classic Car Engine Remanufacturing**

**MINICK ENGINE**

319 N. Cedar  
Abilene, KS 67410

(800) 760-1455  
(785) 263-1455

email: danM@access-one.com  
web: <http://access-one.com/djm/engine.htm>

(Continued from page 3)

Underworked. Overpaid. Oversexed....

With this vehicle spread, it was usually possible to show the customer the car they wanted to see, or at worst, get them close to it. If for example, they wanted a Vitesse Convertible and we only had a Saloon, they could check out the technical or interior spec of the saloon and then assess the delights in other respects of lowering the top of the Herald Convertible. We showed them at no extra charge how to trap their fingers in the roof mechanism!

For Export sales purposes, we used these cars as static demonstrators - and if anyone actually wanted to drive one before making a final buying decision, we would use one of the UK Press Cars which were permanently based at Western Avenue. As salesmen, we tried very hard to avoid giving demos using the Press cars, for the simple reason that it meant a tedious journey on the tube to collect it. There was then the pain of a drive back into the West End, parking meter problems while the order was being taken, with the final hassle of taking the car back to Western Avenue when it was all over - and another journey on the Underground.

In reality, there was nothing to stop any UK dealer selling a car on Personal Export and the factory fully encouraged them to do this. That said, the mere mention of the word 'export' to the average UK dealer salesman caused his heart to flutter and a response to the customer of the complexity of forms etc. A good many killed a sale with this attitude. In all truth, selling a car on Personal Export was an absolute doddle - and we took full advantage of UK dealer ignorance/reluctance. The customer did not have quite the same level of facilities in buying direct from the manufacturer, because we did no part-exchanges and there was no haggling on price. The owner paid full list price or nothing - and there were no sweeteners like a free radio or floor mats thrown in as a goodwill gesture. Everything was chargeable and if you piled up the accessories on a base Herald, so that it looked a bit like a Christmas tree, the commission on the add-ons was almost equal to that on the car itself. It was lovely business.

Apart from the Western Avenue demonstrators and to underpin our credibility as an Export Showroom, 1968 saw the first tangible effects of American de-toxing of engines. For the first time, this meant that Spitfire, GT6 and TR250 were unique breeds - the right hand drive UK and the Spitfire really was a gutless thing. It inherited a black instrument panel a la GT6 in layout but without the wood fascia. It also had integral head restraints to the seats, which meant rear vision with the hood erected was virtually zero. The GT6 wasnt too bad on the performance stakes and I do have to say the TR250 (TR5 with twin Strombergs) was by no means a disappointment to drive. It certainly was not anywhere near as fast as the fuel injected TR5 in straight line acceleration - but it had some very good low rev torque and the smoothness of a six cylinder unit against the much loved wet-lined four was a great improvement. In overall performance terms, I dont recall it being all that much faster than the TR4A- but it made a lovely noise!

(Continued on page 10)

## Club Nametags

Anyone interested in purchasing a club nametag with our club logo can contact Ann Adkins at (816) 415-9584. The name tag will also include your first and last name and have a pin backing. The cost is \$4.00.

## Ten Years Ago...

By Paul McBride

March 1988...

Joni Wilson took over the position of newsletter editor and made the well known editorial plea for HELP.

Other officers for 1988:

T.R. Wilson-Director, Ted Honig-Assst. Director, Bob & Marlyn McBean- Sec./Treas., Jim & Cynthia Yin Brady-Publicity, Dennis Hearty, Pat Mahoney, Larry Mokofsky, Bill Unger - Phone Committee.

The McBean's hosted the February potluck dinner attended by 30 some. We got to admire their new garage, sun room & deck and feast on the Luthy's very hot chili. Only one Triumph attended...yours truly!

PUT A TRIUMPH IN YOUR DAY!!

Paul McBride

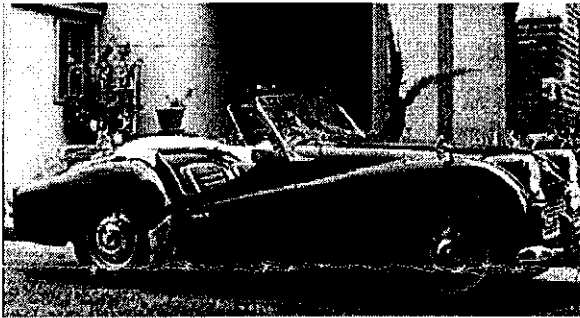


**FEATURED CAR OF THE MONTH**

**Larry & Joan Taylor's  
1960 TR-3**

I was not really looking for a car when my friend Jerry called and wanted me to go with him to look at this Triumph he had found. After all, my 1958 Renault 4CV was paid for and got me there and back. So on that sunny day in May, 1967 as our sophomore year in high school drew to a close, we drove to a home in Overland Park and there it was, a black 1960 TR-3 with a white top. It was love at first sight. I don't recall why Jerry did not want to buy the car, but I did. I begged my mother to loan me the \$550 purchase price, which she reluctantly agreed to do. However, I had to agree to keep the car until I was out of high school.

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



The TR-3, however, served me with style during those high school and early college years. It took me to school and work every day as well as homecoming dances and proms and those first booze parties. In it, I was introduced to romance at the drive in movies and cruising places like Allen's, Sidney's and Winstead's. Upon graduating from high school, Jerry and I drove the car to Galveston, then New Orleans and back home as our senior trip. Later I drove my wife away in it on our wedding day.

By 1972, my priorities had turned to things like houses, furniture and

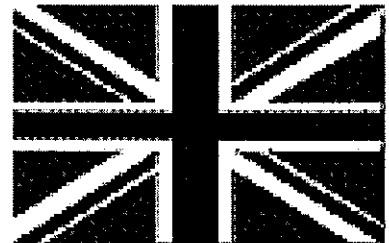
*(Continued on page 8)*

**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)



**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)

**Featured Car of the Month...**

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

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

On the first morning of the All British, Joan and I arrived at Jeff's while he was putting the final touches on it. Jeff had done an outstanding job and the car looked great. As I drove it from Platte City to the airport, I had warm fuzzy feelings of nostalgia as memories of the past flooded my mind. The fact that it took first in class at the All British helped soften the fact that I spent two and a half times what I originally budgeted for the restoration. But, the TR-3 is my most prized possession and money was no object. It was just as if a member of the family needed medical care. Or so I rationalized.

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

**Welcome New Club Members!!**

**WELCOME**

Paul and Karen  
Carrill  
Kansas City, MO  
1976 TR6

Cliff and Diane  
Koehler  
Overland Park, KS  
1974 TR6

**Honorary Member**

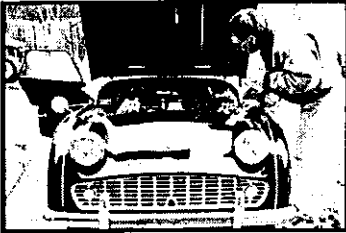
John McCartney  
England, UK

**WELCOME**

**British Car Related  
"WEB Sites"**

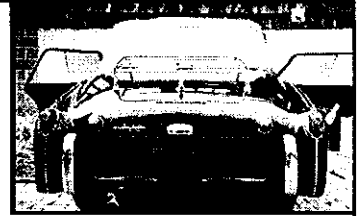
*by Dan Heiman*

In an effort to help promote a few tremendous efforts on the part of our fellow British car enthusiasts, I would like to provide a favorite Web site address of mine for those of you who are on-line! The Vintage Triumph Registry Home Page or [WWW.VTR.ORG](http://WWW.VTR.ORG) is a wonderful source of information regarding TR stuff. In addition, you can also hyper-link to many other club home pages as well. I have found this to be a great source of information. Let me know of any related web sites you have found interesting and I will be sure to pass it along. Also, be on the lookout for the new KC Triumph web page!!



## Special Interest Auto

Bob & Esther White  
1959 TR3A  
by Dan Heiman



Paul McBride and I had the unique opportunity recently to visit Bob & Esther White, original and long time KC Triumph members, at their home in Overland Park to take a gander at Bob's awesome car collection, in particular his 1959 TR3A. I wouldn't have believed it had I not seen it for my own eyes. Paul McBride tried to tell me but I just couldn't fathom the thought of someone buying a 1959 TR3 nearly 40 years ago, driving it for three years and then parking it in nearly mint condition with only 35,475 miles on the odometer. A truly *original* automobile with all the original mechanical parts, rubber, leather, accessories, two original tires that Bob claims still have British air in them and the list goes on! Paul McBride and I agreed, this car of Bob White's may be one of less than 5 or 6 like it in the world. Commission #: TS40792L.

It all began for Bob & Esther in the Spring of 1959 when they ordered this unique little British sports car from Goans Foreign Cars in Kansas City, MO. Esther told the story of how the neighbors could tell when the Whites' new prize possession had arrived for pick up at Goans when they saw Esther sprinting across the yard to tell Bob the good news. Bob spoke of a memorable driving trip he and Esther took through the Western United States in their newly acquired TR3 where most of the now 35,000 miles were driven. Their adventure began in Kansas City and lead them through the mountains of Colorado & Utah, the desert heat and canyons of Arizona/New Mexico, and finally all the way to Southern California/Mexico and the Baja Peninsula. "We drove a lot at night when it was cool" Bob said, "however, one night in Arizona it was 111 degrees"! Now that is true love for the open road in a Triumph! Bob recalled, "We were driving in a rain storm through Utah one night and noticed many small clods in the road. I didn't know what they were and since they made no noise if we hit one I just kept on driving. Finally, I saw one hop and realized they were big toads. I scraped toad meat from my fenders for hours!"

During our visit, Bob backed the TR3 from its "temperature controlled" garage and the beauty of this perfectly preserved TR was ours to ponder. I, of course, took pictures from every conceivable angle and asked Bob to fire her up. It took just a few minutes until this wonderful old car was alive again and I could just picture him driving it home for the first time in 1959, and, I could see Bob and Esther on the side of that Utah highway scraping toad meat from its fenders in a downpour. Not a pretty sight but a great story indeed. After Paul and I saw what I thought was about the most beautiful original car I had ever seen, Bob asked us into his garage for a peek at the rest of his collection. First, we saw his *original*/1967 XKE Jaguar, also purchased new in '67 with only 17,000 original miles. Second, he had a 1954 120 Drop Head Jag originally restored with only 34,000 miles and last, but certainly not least, his 1950 TR 2000 Saloon painstakingly restored by Bob himself. All I can say is AWESOME! What a collection!!! Look for Bob, Esther and his TR3A at club events this spring/summer. My thanks to Paul McBride for suggesting this visit and a special thanks to Bob and Esther White for their hospitality and candor during our visit.

(Continued from page 6)

Underworked. Overpaid. Oversexed....

Our prime responsibility was to do the best selling job possible on cars for the UK market, although we couldn't actually sell them and take an order. We got round this, and most of our prospect lived in or near London, a consideration was usually forthcoming if a dealer was pointed in the right direction of a customer with money. Such initiatives were strictly prohibited but as its now thirty years on, I dont think anyone in high places is too likely to get upset. One place where the pickings were rich - and I guess this is still the case- was selling to the Diplomatic Corps. Not only did we have British Foreign Office staff going overseas, there was also the extensive market in London and at other UK locations for foreign embassy and consular staff. All customers in these categories, whether UK or Overseas Diplomatic, were able to buy a car free of Purchase Tax and with a 15% discount.

Foreign Office staff on their first overseas posting, usually seemed to be headed for Kabul in Afghanistan. I dont think we had a recognized importer in that country, so the question of essential service parts was something of a problem. It seemed, at the time, that the most sensible vehicle for Afghanistan was a Herald 1200 Saloon.

We would sell it on the steel girder strength of its chassis and a few other topical strengths. An Afghan Herald would thus go out with left hand steering, a low compression (7:1) and ignition retarded engine, drum brakes all round, heavy duty springs, heavy duty shock absorbers, vertical dip headlights and no air conditioning. In the boot, there would be about two years supply of oil and air filters, plugs, contact sets, brake shoes, bulbs, hydraulic fluid, a 3 in 1 clutch kit and anything else which seemed a good idea at the time. From what I remember, the all-in cost for such a delightful means of transportation was some 498.00. Many years later, I found myself in this part of the world on a number of occasions, and my heart went out to the hapless people to whom I had sold a car for use in that part of the globe. How on earth they managed to travel quite long distances, in a car with about the same power as that of a lawnmower, on the most diabolical roads that anyone could contrive to call a road and in the most suffocating heat, I cannot imagine. I so often remember people asking me if air-conditioning was available -and I remember my answer, in truth, it was available- but at a price. A full AC system for a Herald was in excess of 200 and took at least 50% of the engines power output to run it. I drove an AC equipped car on one occasion just to see how it performed. In two words, it didnt. However, switching off the AC, gave the car a performance improvement in comparable terms to initiating re-heat on a jet fighter. So, in simple summary, AC on a Herald was a no-no. This probably goes a long way to explain why the Herald never sold in meaningful numbers in the U.S.- even though it was available prior to the air pollution regulations of the late 1960s.

A Special Thanks:

John Macartney was employed by Triumph in England until 1972. He has been kind enough to write a series of articles detailing Life At Triumph and his experiences with the Triumph marque in the 60s and early 70s. Over the next several months, I will feature a different article from Johns web page. For a sneek preview you can access this web site at [www.toolbox.ndirect.co.uk/stories](http://www.toolbox.ndirect.co.uk/stories) or E-mail John directly at [jonmac@ndirect.co.uk](mailto:jonmac@ndirect.co.uk). To show my appreciation, I have made John an honorary member of the KC Triumphs and will be sending him future copies of our newsletter. Thank you John for your interesting perspective.



## Classifieds

## Classifieds

## Classifieds

**1970 TR6**- Factory OD & Hard top, Red w/ Black interior, Tammy Jobe (816) 792-5726

**TR-4 Body Parts 4-sale**-Rear Bumper ,2 doors, 2 rear fenders, trunk lid-Call Rusty (314) 432-0096

**'71 Spitfire for sale**- Mark Richman (314) 645-2667

**TR3 Owner** - Needs help in frame off restoration. Will accept any advice. Call Dennis Haygood (417) 357-6551

**'69 Spitfire "basket case"** Stored in garage. It's been there for years and now it's time to say BYE-BYE!  
Looking to put this in the hands of someone who will bring her back to life - not to the junk yard where it  
will be chewed into scrap at today's high scrap rates. Neil Steiner, Blue Springs, Missouri neil4@micro.com

**1975 Spitfire**, original owner, 37,000 actual miles, great shape. If you know of anyone who needs an excellent  
everyday driver, contact me and I will mail pictures. Byron Foust 1521 Zimmerman Drive Morristown, Tn 37814  
(423)581-5889 bhfoust@usit.net

Mark your calendar for  
the 9th Annual  
***HEARTLAND MG REGIONAL SHOW & SWAP MEET***  
***June 13th, 1998***

Independence Square, Independence, Missouri

If you would like to be added to the mailing list  
Give your name and address to the MG tent or sent it to:

Mel & Itsy Finch  
10005 Tracy Ave.  
Kansas City, Missouri 64131  
or call (816)941-8454

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_ Zip: \_\_\_\_\_

# 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, Kansas.

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-*

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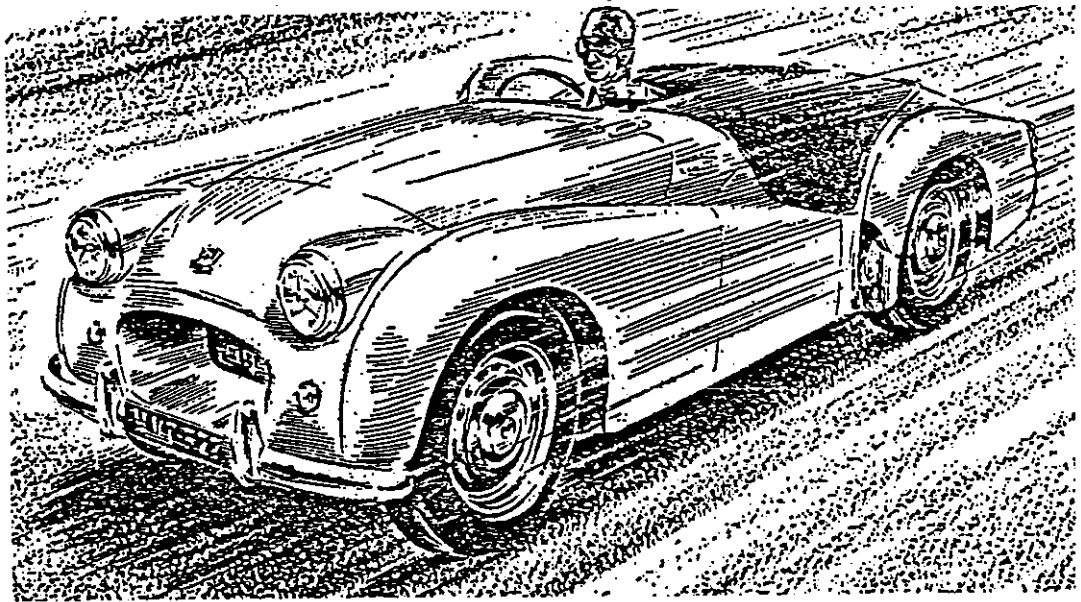
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First  
Class  
Stamp

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

# All British Meet

BY NEBRASKA TRIUMPH DRIVERS



**EVENT:** Annual All British Car, Cycle and Parts Swap Meet  
(Open to all British autos, motorcycles and period sports cars from Nebraska, Iowa, Kansas, Missouri)

**DATE:** Sunday, April 26, 1998

**TIME:** Registration 12:00 - 2:00 p.m. - Event 12:00 - 4:00 p.m.

**LOCATION:** Factory Stores of America Outlet Parking Area  
(SE Corner Hwy 2 and Hwy 75), Nebraska City, Nebraska

*CAR'S & CYCLES \$2.00*

Event held in conjunction with the 127th Arbor Day celebration, festivities in historic Nebraska City, Nebraska April 25 - 26, 1998.

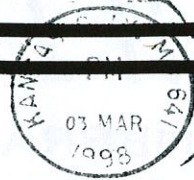
**PRESENTED BY:** Nebraska Triumph Drivers, Member Vintage Triumph Register

**FOR INFORMATION:** Bill Redinger (402)496-2006, Fax: (402)636-2695

- A trolley shuttle available to all other activities and sites.
- Some activities include:
  - Arbor Lodge State Park Special Events
  - Arbor Day Farm and Lodge
  - Hot Air Balloons
  - Lewis & Clark Reenactment
  - Flea Market, Craft and Antique Show
  - Kite Flyers
  - Antique Engine Display
  - Spring Fling Classic Car Show
- Lodging and restaurants available. Contact above or Nebraska City Tourism at (402)873-3000.



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

TR6 TR7 TR8 SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4

TR4A TR5 TR250 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

SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250

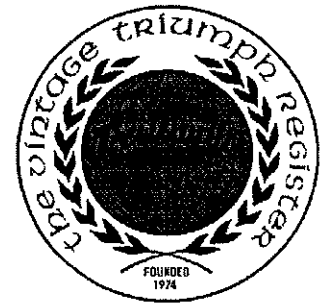
**Kansas City Triumphs  
Sports Car Club**

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



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

Local Chapter of the  
Vintage Triumph Register



## Soup & Stuff 1998



Photo from left to right: Randy Adkins, Dan Heiman and Jim Brady pictured at the TR Soup & Stuff hosted by Jim Brady and Cynthia Yen on March 28th.

## KC TR Home Page

Hyperlink to your clubs NEW home page. See pg. 3 for details.

## Triumph Events May

**\*\*Date Change\*\***  
3rd British Swap Meet

7th Club Night Out

8th All British Cruise Night

16/17th Chute out in Chanute

18th-22nd National All  
British Car Week

29th/30th Oklahoma City All  
British Car & Cycle Show

## June

5th All British Cruise Night

9th Club Night Out

12th-14th MG Heartland Re-  
gional. see pg. 6

20th/21st Maas Madness Rally

>> See pg. 5 for more details

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## 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) 441-0499

### TECH EDITOR

Roger Hurst  
(816) 373-3100

# Director's Notes

By Jay & Laura Smith

My Triumph hates me! At least that's the feeling I've received from my car over the last several months. I'm not talking about my cherished TR-4rd, but rather the white beast of a TR-7 that refuses to run. This all started at the first of the year when I started out on a trip from Kansas City to St. Louis. I was to leave Kansas City on the Tuesday evening before New Years. Laura and Cameron were already in St. Louis and I was going to make a two-day drive over for a New Years party we were invited to. I had worked that day and was now ready to hop in the TR-7 and head toward Columbia. I stopped in Columbia to watch a MIZZOU basketball game, see some friends and spend the night. After a great MU victory over Maryland it was off to do some celebrating. The next day I was determined to take all back roads to St. Louis. Topping up the fuel tank, I was off on my mission to road test a 1978 TR-7. The hand- good for a car with such worn sus- pension components. The car, however, has a relative lack of power so if you enter a corner too slow, there's not much chance of accelerating out of it. Man this is the life! The car was running like a champ, I was having a blast and really enjoying the day, the car, and the drive. That's when it all started to go sour. First I noticed that my shifter was becoming stiffer and tougher to shift between gears. I almost made it all the way to St. Louis before my clutch went out completely! Boy I love shifting gears without a clutch. At least I was able to limp the car on to St. Louis. What a trip!



Well I made it to St. Louis, now what was I going to do. I decided I would try my luck with the Interstate and drive the TR-7 back to KC without a clutch. I know it's not the smartest or most well thought out plan, but I new it would be easier to work on it at home than in St. Louis. The trip back was uneventful and I drove straight to K.C. without stopping. OK, almost all the way without stopping. I did time one stoplight wrong a few blocks from my house and had to kill the motor. This makes for some fun. Put the car in first gear, and when the light turns green, hit the starter. If you're lucky the car will lunge forward (being pulled by the starter) and then start. It did start, which was the only bit of luck I've had with the car in a while!

I made it home and proceeded to let the car sit in front of my house for a month and a half before starting to fix it. I finally got around to pulling the transmission and replaced the clutch. I've changed a few clutches before, but I've never had one give me as much trouble as this one. The transmission and clutch were actually removed from the car with little problem. However, as I tried to re-install the transmission I hit a snag. (Yes I used a clutch tool to line up the clutch!) I simply could not get the transmission to slide into the clutch! It wound up taking two people to manipulate (force) the transmission into place. What a job!

With the clutch now completed I decided to do an oil change while I had the car up in the air. I'm fairly certain when water comes gushing out of the oil-plug hole, it's not a good thing! I'd had enough for a while and shoved the car back outside for another month and a half.

A couple of weeks ago I finally decided that I had punished the car enough and decided to find out where the water was coming from. I pulled the intake off and started to remove the water pump. (What a stupid design.) Not having worked on a TR-7 engine before, I was surprised at the placement of the waterpump. It sits right on top of the motor and is driven off an internal shaft. It was also plain to see that it was the culprit. A seal had gone bad allowing water to leak down past the waterpump and into the engine. "Well I'll just head down to Vicky Brit and pick up a new one." Until I found out they wanted \$219!!!! Like I said, I purchased a rebuild kit for less than \$20 bucks. I rebuilt the pump, put it back in the engine, put everything back together and watched as the waterpump continued leak. You'll find the TR-7 in the classified section of this newsletter.

Jay

**Past Events**

\* **Club Night Out at Mill Creek Brewery-** We had a good gathering of folks who attended this outing of food and micro-brewed beers. What more can I say, this club likes its food!

\* **Soup and Stuff-** This year Jim and Cynthia opened up their beautifully remodeled home in Leawood for our annual Soup and Stuff dinner. We definitely had enough people to break it in for them. The guys quickly made their way to Jim's new garage to drool at all his available space. (We're still investigating whether or not Jim's main reason for hosting the party was to gather enough people at his house to help lift the body off his TR-3.) Thanks again to the Brady's for allowing us into their home. I don't believe anyone went home hungry!

\* **Club Night Out at Tasso's-** What do you know, another eating event.

\* **After Taxes Wash, Wax and Tune up Session-** Our first club driving event of the season finally arrived. Well, driving in the sense that we drove to Randy's house. But at least we finally got a group of people out driving their cars. It was a beautiful day with around 15 cars showing up at different times throughout the day. This year there was more major work performed than washing and waxing. Randy and Jay put new front springs on Randy's TR-4. John Maas helped put a new carpet set in a Spitfire. There was also a variety of minor tune up sessions in the works around the Adkins estate! (Just make sure you don't park underneath any beer signs in Randy's garage) A big thank you to Randy and Ann for allowing us to use their home for this event again this year.



**KC Triumph Web Page...  
Finally!!**

The KC Triumphs have now reached the 21st Century with its new web page. Thanks to Dan Heiman. Please take the time to visit your club on line at:

<http://home.swbell.net/dheiman/kctr.html>

**Treasury Report**

<b>Beg. Cash Balance @ 2/98</b>	<b>\$651.47</b>
<b>+ Cash Inflows (3 new memberships)</b>	<b>\$ 45.00</b>
<b>- Cash Outflows</b>	
Newsletter printing/postage	(\$122.56)
March Bank Fee	(\$10.00)
Paper Products & Soda- Soup & Stuff	(\$34.85)
Kansas Corporate Taxes	(\$20.00)
Bagels & Soda for Tech & Tune Up	(\$10.00)
April Bank Fee	(\$10.00)
<b>End. Cash Balance @ 4/98</b>	<b>\$489.06</b>

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter.

**British Classic Car Engine Remanufacturing  
MINICK ENGINE**

319 N. Cedar  
Abilene, KS 67410

(800) 760-1455  
(785) 263-1455

email: [danM@access-one.com](mailto:danM@access-one.com)

## Annual Cooling System Flush

by Glenn Merrell, gmerrel@ix.netcom.com

*Editor's Note: Although this article was originally written for the Stag with a specific reference to a heater core supply line connection on the left head, the general flushing procedure itself should apply to all Triumphs.*

When preparing to perform the annual flush of the cooling system, obtain a good quality flushing detergent. Make sure it states that it is not harmful to aluminum, and ones with corrosion inhibitors seem to work the best. Prestone has a two part flush powder - one half is detergent for the flush, the second part is corrosion/rust inhibitor used in the rinse flush. First disconnect the heater core from the flushing by removing the feed and return hoses. Reverse flush it later by using a cut off garden hose attached to the heater return port (normally connected to a pipe that runs to the water pump cover) and connect a length of hose to the supply side of the heater core (normally connected to the left hand head) and route it into a drain. Reconnect the two engine side heater hoses using a suitable length of copper tubing, or if using a power flush connection, this is a good place to connect the tap. This bypass of the heater core will keep you from depositing the crud from the engine and cooling system right into your heater core. (You would only notice this when the weather turns colder and you were wondering why the heater does not work, as you panic to think that the cooling system has gone too.) Drain the cooling system and radiator by removing the lower hose on the radiator, disposing of the coolant properly. Remove the thermostat and reinstall the "water elbow" or "gooseneck". Follow the directions for flushing the system, being careful not to boilover or overheat the heads. If using a power flush system using the garden hose, make sure that the water is on for the whole engine flush cycle. Never pour cold water into a hot engine, as you will surely warp the cylinder heads and possibly crack the block. While the cooling system is flushing, take a good look at the thermostat. If it is clean and tidy, test the thermostat by placing it in a sauce pan of water and bring it to a simmer on the

stove. Use your wife's candy thermometer (you do this when she is out shopping, of course) to observe the temperature when the thermostat opens, and make sure the thermostat opens. It should open fully, and if the boil is not too aggressive, it is a kick to watch it open and close for the first time. After verifying that the thermostat opened at the proper temperature, remove it from the burner and add cold water to the pan to slowly cool the water. Observe that the thermostat closes. If the thermostat is dirty, or does not fully open or close, discard it and buy a new one with a new gasket. Most are less than 5 pounds sterling or \$8 US, which is somewhat less costly than replacing a burst hose on an outing, or, the cylinder heads and gaskets.

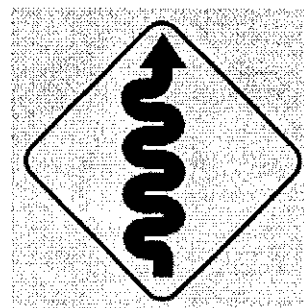
By now the flush has progressed nicely and your neighbors are wondering why there is a steaming river running through the development. Shut down the engine, allowing the engine to cool normally. You will find that the garden hose kept the engine from heating past one quarter on the gauge (now just how long is that hose, anyway?). Now is a good time to flush the heater core as described above. After flushing, reconnect the heater core to the supply and return lines, open all drain taps to drain out the flush and making sure that the taps are clear and flowing, repeat with fresh water if necessary. Replace the thermostat and gasket, carefully positioning the jiggle pin or bleed hole at the 12:00 o'clock position. Replace and tighten the drain taps in the block, and tighten all the hose clamps. When the engine is just warm to the touch, refill the system with a mix of 50/50 distilled water/antifreeze. Use antifreezes that have corrosion inhibitors. I have found that the environmentally friendly antifreezes do not last more than 6 months, and eat your engine.

## ODE TO OUR DIRECTOR...

### Leaking Water Pump by Ken Streeter

If the water pump is starting to go bad, there is a weep hole on the underside of the water pump, that will let coolant drip out, as an early warning signal that your pump might be bad. (It is intended to let excess lubricant from the bearings drip out rather than get forced past the seal into the coolant, and also let coolant drip out when the seal goes bad rather than contaminate the lubricant in the bearings.) If coolant is leaking from this hole, the water pump is starting to show signs of wear. In some cases, the pump will slowly weep on the first few runs after sitting for a while months) and then stop. If your car is a daily driver and its weeping, then I suggest replacing first off. If you just brought it out of winter storage, watch your fluid levels, engine temp, and the rate of the leak for about a week of running. If it doesn't stop, then replace. Don't go any longer, the pump might seize or fail!!!

An additional check for water pump condition is to remove the belt and jiggle the rotor; too much radial play points to a bad bearing. New water pumps are not too expensive, and fairly easy to install. It is generally simpler to buy a new (or rebuilt) pump assembly than to try to repair an existing pump.



# UPCOMING EVENTS...



**May 3 (Sun) British Swap Meet- 9:00am to 3:00pm** at Hurst Imports - 13208 E. 40 Hwy, Independence 373-3100

**May 7, (Thurs) 6:00 pm Club Night Out** Houlihan's @ 119th & Roe Blvd, Leawood, KS

**May 8 (Fri) 7:00 pm - All British Cruise Night @** Oklahoma Joe's BBQ 47th & Mission Rd., Kansas City, KS

**May 16/17 (Sat/Sun) Chute out in Chanute** Chanute, Kansas Point person -Jay Smith (816) 468-8483

**May 18-22 National All British Car Week** - This is the week to get your cars out on the road to let everyone know that classic British cars still abound and are well and alive.

**May 29/30 (Fri/Sat) Oklahoma City All British Car & Cycle Show**-Oklahoma City, OK



**June 5, (Fri) 7:00 pm All British Cruise Night @** Oklahoma Joe's BBQ 47th & Mission Rd, Kansas City, KS

**June 9 (Tues.) 6:00 pm Club Night Out @** On The Border 119th & Roe, Leawood, KS Point Person- Margaret McBride (913) 441-0499

**June 12-14 MG Heartland Regionals**- Independence Square, Independence, Missouri (See insert pg. 7)

**June 20/21 (Sat/Sun) Maas Madness Rally**- Point People John and Nancy Maas (816) 452-9097

## Club Nametags

Anyone interested in purchasing a club nametag with our club logo can contact Ann Adkins at (816) 415-9584. The name tag will also include your first and last name and have a pin backing. The cost is \$4.00.

## Editor Note:

Thanks to Paul McBride, Ann Adkins, Jennifer Heiman and Jay Smith for providing articles and assistance for this newsletter.

Dan Heiman

## Ten Years Ago...

By Paul McBride

*From the May 1988 newsletter: Craig Vaughan & business hosted a Triumph transmission teardown and rebuild tech session. 25 members in attendance.*

*Nine cars and 16 people traveled to Gallatin and Jamesport, MD April 23rd. Fabulous food and great weather.*

*Famous British car guy, Donald Healey died in January and our newsletter told of his days as Triumph chief designer (1937) and his development of the incredible DOHC straight 8 Triumph Dolomite.*

*Put a Triumph in your day!*



# 75 Triumphant Years Anniversary Celebration



Greetings All,

As many of you know by now, May 30th and 31st will be a 75 Triumphant Years Anniversary celebration at the British Motor Industry Heritage Trust Museum in Gaydon, Warwickshire, England. I expect that some of your membership will be attending, I know that I and Susan are anticipating the trip immensely! Just about every UK club will be represented there, so why not every US Triumph Club? I for one would like to gather all the US Triumph Club members in a "United" showing at Gaydon. For those attending the celebrations, I think we should plan initially to meet at the entrance of the Museum, say 10:00 am Saturday May 30th, and travel en masse to visit every Triumph Club at the show. I would think it would be quite an attraction, a gaggle of US Triumph owners in the UK!. Wear your regalia! For those of you wishing more information, The UK Triumph Club web site, SOC web site both have lots of information, and on the VTR web site. This months Triumph World and British Car Magazine have write-ups also for information on the celebrations. Anyone wishing more detailed info on meeting can contact me directly as below.

**Lodging:** there are literally hundreds of hotels in the area, priced from £50 per night with English breakfast and up. The Expedia Travel (requires free registration) site has excellent listings for hotels in the area.

**Travel:** Most major airlines serving the Birmingham area, and surrounding major cities, round trip costs between \$500 to \$800 from the US. My tickets to London were \$595 RT from Denver. Auto "Hire": all major rental companies, ranging from £150 for a week and up. I'm looking for a "special" hire just for the show.

**History:** Coventry, along with being the manufacturing hub in England, and the home of Standard/Triumph, is where the story of Lady Godiva and Peeping Tom come from. Many Castles are nearby, the Famous Coventry Cathedral, Strafford-upon-the-Avon is the birthplace of William Shakespeare.

**Sights:** Also, the RAC will be traveling through on their way to the famous race track at Silverstone, and Gaydon is one of the checkpoints on the rally. Guaranteed to be some classy cars in the group.

**Weather:** British....be prepared

Let's make a proud VTR & US Triumph Clubshowing at this historical event.

Sincere Regards,  
Glenn Merrell  
VTR Member and of:  
SOC UK, SOC NEUSA, TSR UK  
Rocky Mountain Triumph Club

**Contact info:**  
210 Bass Circle Lafayette, Colorado USA 80026-1811  
(303) 665-6040 or (303) 665-7820 fax  
email: gmerrel@ix.netcom.com

Welcome New Club  
Members!!

WELCOME

Bob and Esther White  
8525 Metcalf  
Overland Park, KS 66212  
(913) 642-4369  
1959 TR3A #T540792L  
1950 2000 Salon

Diane Cotton  
2208 Strader Terr.  
St. Joseph, MO 64503  
(816) 232-6871  
1978 MGB

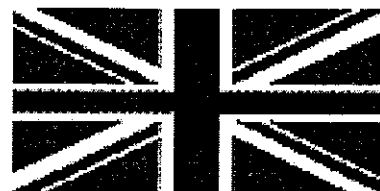
Roger & Charlene Ferguson  
808 McKinley Ave.  
Moberly, MO 65270  
(816) 263-5329  
1978 Spitfire #FM75302U

WELCOME

## British Car Related "WEB Sites"

by Dan Heiman

In an effort to help promote a few tremendous efforts on the part of our fellow British car enthusiasts, I would like to provide a favorite Web site address of mine for those of you who are on-line! The Vintage Triumph Registry Home Page or WWW.VTR.ORG is a wonderful source of information regarding TR stuff. In addition, you can also hyper-link to many other club home pages as well. I have found this to be a great source of information. Let me know of any related web sites you have found interesting and I will be sure to pass it along. Also, be on the lookout for the new KC Triumph web page!!





**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)



# HEARTLAND REGIONAL

**JUNE 12 & 13, 1998**

**INDEPENDENCE SQUARE - INDEPENDENCE, MO**

Plans for the 9th annual Heartland MG Regional are nearly complete. Several improvements this year should be considered by those planning to attend.

The Howard Johnson Motel at I-70 and Noland Road in Independence has set aside 40 rooms for out of town guests until May 12, 1998. If you plan to stay at this motel we suggest an early reservation. Be certain to mention the Heartland MG Regional and/or the K.C. MG Car Club when you call. Their phone number is 816-373-8856. The Friday night barbecue is catered this year providing more enjoyment for everyone. (The committee does not have to cook.) The hotel has been completely renovated for the comfort of overnight guests. There are plans to move the awards banquet to a larger more comfortable side on the square in Independence. Combine these improvements with a great car show, a tour, vendors, and a photo contest and you have an outstanding weekend.

Those who have attended previous Heartland MG Regional events will receive registration forms by mail around April 15th. If you have not attended previously and want a registration form, please call or write Mel Finch at 10005 Tracy, Kansas City, Missouri 64131 or phone at (816) 941-8454.

# 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, Kansas.

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-*

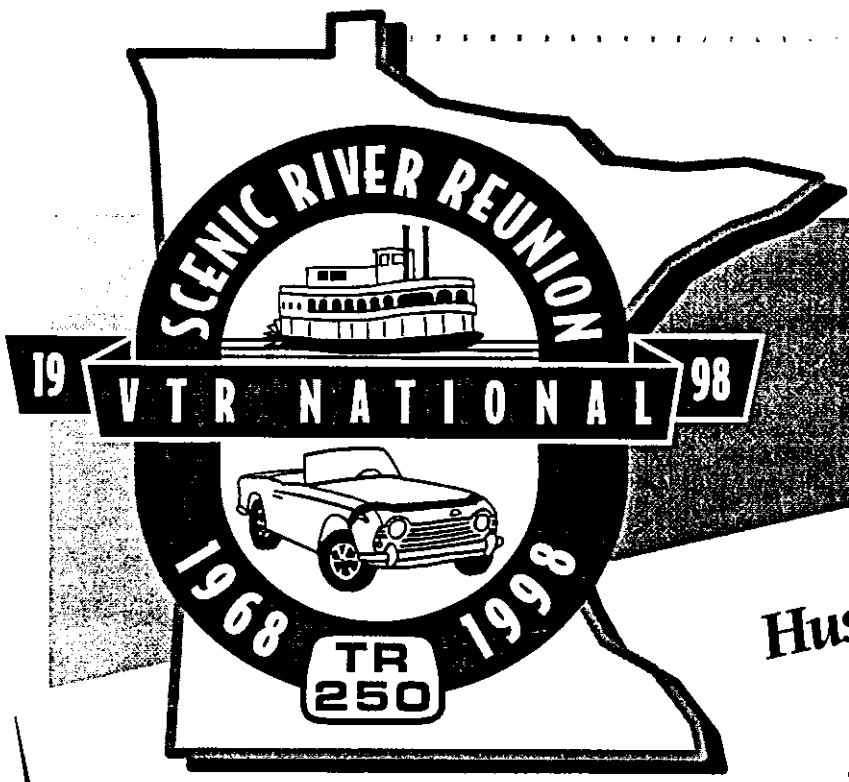
\*\*\*\*\*

First  
Class  
Stamp

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

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





*Hustle Your Way  
to Hudson  
for the VTR  
Scenic River Reunion  
July 21-24, 1998*



Make your reservations now for the 1998 VTR National Convention. This year the convention will celebrate the 75th anniversary of the first Triumph automobile, and we hope to have some special guests and special cars to highlight that anniversary.

The convention is hosted this year by the Minnesota Triumphs, but in an act of inter-state amity is being held in Hudson, Wisconsin: about thirty miles east of Minneapolis, Minnesota. Hudson is located in the scenic St. Croix Valley, halfway between the palisades of Taylors Falls and the confluence with the Mississippi River at Prescott. The convention will be based at the Hudson House.

The featured model this year will be the TR250, which will reach the 30th birthday of its one-year production run. Due to the occasion of the 75th anniversary, we are planning special recognition for any pre-TR2 cars. We also expect a large contingent of Triumph racing vehicles to commemorate Triumph's many competitive victories. Some of these cars will be coming directly from the Brian Redman International Challenge the previous weekend at Road America in Elkhart Lake, Wisconsin.

The traditional VTR National events are supplemented by parties, tours, tech sessions and other activities. There is a funpacked agenda with something for everyone.

#### **DRIVING EVENTS**

##### **Funkhama**

A not-so-traditional approach to this traditional event. Match your wits, driving ability, and key chain dexterity against one of our masters.

##### **Autocross**

Join us at the empty parking lot where some folks wanted to build a casino (but they didn't get federal approval). We expect a great turn-out of some of the best autocrossers in the country, and we'll have a course laid out to test their expertise. But even novices like you and us will have fun too.

##### **St. Croix River Road Tour**

A tour through some of the nicest river valleys in the country. Antique stores, ice cream parlors, views of the St. Croix River. This tour has got it all. Go fast, go slow, just go on this tour.

##### **River Country Tour (Poker Run)**

Great fun guaranteed. A poker run through scenic bluffs, valleys, & river country. Collect enough cards and you could win a prize.

##### **TSD Rally**

The backwoods roads of western Wisconsin, eastern Minnesota were just made for rallying. That's why almost all the north-woods rallies are held here. Put your car, your watch, and yourself to the test.

#### **SOCIAL / OPTIONAL EVENTS**

##### **Welcome Party**

Unwind after spending a day (or 2 or 3 or 4 or more) on the road. Meet old friends and make new ones. Shiners, say hi to some wrenches. Racers, befriend some tourers. Mingle at the Super 8.

##### **VTR Membership Meeting**

This is your chance to bellyache about everything the VTR has done, or hasn't done, in the last fifteen years. (Note: The VTR leadership has asked us to inform you that compliments and accolades will also be accepted.)

##### **Mall of America Bus Tour**

Yes, it is the biggest indoor shopping mall in the United States. Yes, a roller coaster is inside, three auto-related stores, plus one on farm toys that stocks Ferguson tractor models. We'll have bus transportation available for \$10/person, but for those of you that drive your Triumph (30 miles), we'll arrange special security.

##### **Picnic at the Track**

Come and enjoy a fun-filled picnic at the St. Croix Meadows Dog Track. Kick some tires and bet on some puppies. Cost: \$10/person

##### **Boat Tours**

Worms optional. See where Walter Matthau pushed Jack Lemmon's ice house into the river. (No ice in July). Enjoy an authentic MN breakfast of lefsa and sardines or a dinner of Spam hot dish and green Jello (just kidding!!!) Costs: \$20 breakfast-\$35 dinner/person

#### **OTHER EVENTS**

##### **Autojumble/Vendors**

We've got a big parking lot. Set up your stand and/or come and search for that elusive missing part.

##### **Craft, Model and Photo Contest**

Bring along your Triumph-related art, photography, models, cookie cutters, etc.

##### **Technical Sessions**

We'll have a number of sessions on topics from restoration to racing. Don't miss them. This is your chance to speak directly with the experts.

##### **Auction**

Always a high point of the convention. Bid and bargain for parts, memorabilia and other stuff you didn't know you wanted. Bring your own item to sell at an 80-20 split.

## THE BIG CAR SHOW

### Concours d'Elegance

Match your Triumph against the VTR 400 point judging system. The finest Triumphs in the country will be there. Remember, the VTR now has classes for modified and competition cars in addition to the traditional stock classes.

### Participants' Choice

This is the contest to enter if you've got a lot of friends attending the convention.

### AWARDS BANQUET

Held at the Hudson House, the host hotel. The traditional Saturday night finale will be held on Friday night this year. This year: more awards, more fun, no boring speeches. Cost: \$25/person.

## SCHEDULE OF EVENTS

### Tuesday, July 21

late afternoon: Funkhana\*

early evening: Welcome Party

### Wednesday, July 22

morning: Paddleboat Breakfast Cruise

morning: Autocross\*

morn. to afternoon: Mall of America Tour

morn. to afternoon: River Country Poker Run\*

evening: Picnic at the Track or

Riverboat Dinner Cruise

### Thursday, July 23

morning: TSD Rally\*

morning: Antique / Shopping Tour

afternoon: St. Croix River Road Tour\*

late afternoon: VTR Membership Meeting

evening: Auction

### Friday, July 24

early morning: Panoramic Photo

morning: Concours and Participants' Choice

evening: Awards Banquet

All of the time (more or less), registration, flea market, vendors, tech sessions, craft show, parking lot patrol, and more will be going on.

\* At least one moving event must be entered to enter the Concours d'Elegance or the Participants' Choice competition. Note: This year the Concours features classes for both modified and competition cars.

Dateline July 2023: All seventeen multi-media networks announced today that they will feature 24-hour coverage of the celebration of the 100th anniversary of the first Triumph automobile. In an era of electrically-powered, computer-driven Personal Conveyance Devices (PCDs) the Triumph sports cars have achieved near legendary status, much as the Old West did in the previous century. The celebration is sponsored by the International Triumph Drivers League (ITDL), the successor organization to the Vintage Triumph Register of North America. One reason for the exceptional interest in the event is that it is planned to be a reenactment of the historic 75-year anniversary celebration held in Hudson.

Following the release of the above announcement, children all over the world turned to their elders and said, "Granmy, Granpy, is it true? Were you there? Were you at the St. Croix Valley celebration in 1998?"

What will your response be? Will you sigh deeply and say, "No, I missed Woodstock. I wasn't there when they tore down the Berlin Wall. And I skipped Hudson, too."

Or will you be able to look them straight in the eye and say, "Ya shure, you betcha I was there."

The choice is up to you.

## REGISTRATION

The basic registration fee of \$60.00 (\$70.00 after May 15) provides admission to all events except the Awards Banquet, Picnic at the Track, Breakfast and Dinner River Cruises, and the bus to the Mall of America. Limited space available for all optional events. Additional cars with the same driver(s) may be added for a fee of \$25 per car. Please include a separate registration form for each car. Non-VTR members must pay an extra \$25 to register, but that fee is good for a one year VTR membership.

### More info:

Larry or Gail Berg (612) 557-1949

Ed or Barb Wirtz (507) 835-3665

or see us on the Web.

[Http://www.vtr.org/conventions/vtr98.html](http://www.vtr.org/conventions/vtr98.html)

### Accommodations

Hudson House Inn (Host Hotel) \$69

(715) 386-2394

Super 8 Motel (Welcome Party) \$56-\$124

(715) 386-8800

Comfort Inn \$51-\$60

(715) 386-6355

Holiday Inn Express \$68-\$85

(715) 386-6200

Hudson Fairfield Inn \$63

(715) 386-6688

\*\*You must make your own reservations\*\*

# MINNESOTA TRIUMPHS PRESENTS

**1998 VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION JULY 21-24 1998 HUDSON, WISCONSIN**

## REGISTRANT AND VEHICLE INFORMATION

Driver A (as it will appear on your name badge) \_\_\_\_\_

Name B (as it will appear on your name badge) \_\_\_\_\_

Other non-driving family members names for convention name tags \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Home Phone \_\_\_\_\_

Vintage Triumph Register membership number \_\_\_\_\_

Local Triumph Club Affiliation \_\_\_\_\_

Vehicle Year/Model/Commission # \_\_\_\_\_ Stock/Modified/Prepared \_\_\_\_\_

### CONVENTION FEES

**Base Registration**  
(If postmarked before May 15, 1998 deduct \$10.00)

VTR Member	Per Car	\$70.00	\$ _____
Non VTR Member*	Per Car	\$95.00	\$ _____

\*Includes 1 year VTR Membership

Additional cars? Add \$25.00 per car \$25.00X \_\_\_\_\_ = \$ \_\_\_\_\_

Attach separate form(s) with registrant and vehicle information only

**Your base registration includes the following events:**  
Please indicate the number of people who will be participating in the planned events.

Tuesday	Registration _____	_____
	Welcome Party _____	_____
	<b>Funkhana*</b> _____	_____
	Craft, Model, Photo Contest _____	_____
Wednesday	Registration _____	_____
	<b>River Country Tour (Poker Run)*</b> _____	_____
	<b>Autocross*</b> _____	_____
Thursday	Registration _____	_____
	<b>St. Croix River Road Tour*</b> _____	_____
	<b>TSD Rally*</b> _____	_____
Friday	Concours d'Elegance _____	_____
	Participants' Choice _____	_____

**\*In order to enter the Concours d'Elegance or the Participants' Choice competition, you must have participated in at least one (1) moving event. Note: This year the concours features classes for modified and for competition cars.**

## OPTIONAL EVENTS

Awards Banquet	\$25.00/person	\$ _____
No. of Beef _____	Chicken _____	
Paddleboat Breakfast Tour	\$20.00/person	\$ _____
Riverboat Dinner Cruise	\$35.00/person	\$ _____
Picnic at The Track	\$10.00/person	\$ _____
Mall of America Tour (Bus)	\$10.00/person	\$ _____

## SCENIC RIVER ROAD REUNION REGALIA

ORDERS FOR REGALIA MUST BE RECEIVED BY JUNE 1ST, 1998

T-shirt	\$15.00 (indicate # of S,M,L,XL,XXL)	# _____	\$ _____
Sweatshirt	\$25.00 (indicate # of S,M,L,XL,XXL)	# _____	\$ _____
Baseball Cap	\$15.00	# _____	\$ _____
British Driving Cap	\$15.00	# _____	\$ _____

**Total Amount Enclosed:** \$ \_\_\_\_\_

Please make checks or money orders payable to Minnesota Triumphs and mail along with this registration form to:  
Minnesota Triumphs  
PO Box 201054  
Bloomington, MN. 55420

Cancellations before July 1, 1998 will be subject to a \$15.00 cancellation fee. Sorry, no refunds will be made on or after July 1<sup>st</sup>, 1998. If you need more information please call Larry or Gail Berg (612)557-1949, Ed or Barb Wirtz (507)835-3665 or contact Minnesota Triumphs on the Web. <http://www.vtr.org/conventions/vtr-98.html>

## ACCOMMODATIONS

We have secured exceptional room rates for our convention guests at the following hotels:

- Hudson House Inn (Host hotel) \$69 (715)386-2394
- Super 8 Motel (Welcome Party) \$56-\$124 (715)386-8800
- Comfort Inn \$54-\$64 (715)386-6355
- Holiday Inn Express \$68-\$85 (715)386-6200
- Hudson Fairfield Inn \$63 (715)386-6688

**\*\*You must make your own reservations\*\***

## PROOF OF INSURANCE

*Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car competitions are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons.*

## WAIVER

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING:  
*I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, Minnesota Triumphs and the Vintage Triumph Register, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention.*

Signature (Driver A) \_\_\_\_\_

Signature (Driver B) \_\_\_\_\_



# 1<sup>st</sup> Annual Mid-Missouri All British Car Meet Columbia, Missouri

**Saturday, May 30<sup>th</sup> and Sunday, May 31<sup>st</sup>**

Sponsored by: Mid-Missouri British Sports Car Club

## SCHEDULE OF EVENTS

### SATURDAY

3 p.m. Hotel check-in & Show registration  
 4-6 p.m. Hospitality & Vendor Swap Meet at the Best Western  
 or  
 Gimmick Rally (through downtown & countryside)  
 Rally Master: Russ Deutsch  
 6 p.m. Dinner - Recommendations will be provided in  
 registration packet

### SUNDAY

8-9 a.m. Final Registration at Show Entrance  
 Located at 10<sup>th</sup> & Broadway in Downtown  
 Columbia  
 10 a.m.-1 p.m. People's Choice Voting  
 3 p.m. Awards Ceremony

### ROOM RESERVATIONS

Special room rates of \$54/night are available at the Best Western Columbia Inn, 3100 I-70 Drive SE. For reservations call 800-362-3185 or 573-474-6161 prior to May 7, 1998. You must mention "All British Car Meet" to receive the special rate. The Best Western will have designated parking for your British marque.

### SOUVENIR APPAREL

Best quality 100% cotton T-shirts, silk-screened with the show logo will be available free to the first 150 registrants postmarked by May 7, 1998. Additional shirts may be ordered at the same time for only \$12.00.

### SWAP MEET

Need parts? The usual vendors will be there as well as local vendors from Missouri. Need to clean out your garage? There is limited space free in the Hospitality Room at the hotel on Saturday from 4-8 p.m. Call Robert Tucker @ 888-817-1310 for space details. (first come, first served)

### JUDGING CLASSES

A Austin-Healey	G Midget/A-H Box Sprite	M TR GT & Spitfires	S Lotus
B Austin-Healey Bugeye Sprite	H MGB/GT - MGC/GT	N TR 7/8, Sedan & Stag	T Sunbeam
C MGA	I Morgan	O Jaguar Sports	U Rolls Royce
D MGB/C Chrome Bumper	J TR 2-3	P Jaguar Saloon	V British Sports & Saloons
E MGB Rubber Bumper	K TR 4-4A-250	Q Morris/Austin/MG Sedans, Mini	W British Race-Prepared
F MG "T" Series	L TR 6	R Land Rover	

## REGISTRATION FORM

Send to: Robert Tucker, 823 E. Broadway, Columbia, MO 65201 Make check payable to Mid-Missouri British Car Club

Name \_\_\_\_\_ Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_ Club Affiliations \_\_\_\_\_

Registration: Vehicle #1 - Judging Class \_\_\_\_\_ Year \_\_\_\_\_ Type/Model \_\_\_\_\_ Color \_\_\_\_\_  
 Vehicle #2 - Judging Class \_\_\_\_\_ Year \_\_\_\_\_ Type/Model \_\_\_\_\_ Color \_\_\_\_\_  
 Vehicle #2 - Judging Class \_\_\_\_\_ Year \_\_\_\_\_ Type/Model \_\_\_\_\_ Color \_\_\_\_\_

Free T-Shirt with registration by May 7th: (Circle size) S M L XL \_\_\_\_\_ # extra T-Shirts @ \$12 ea. S M L XL

Registration Fee: First Car \$20 \_\_\_\_\_ # Of Additional Cars \$10@ \_\_\_\_\_ Total \$ Enclosed \_\_\_\_\_

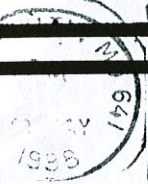
### Hold Harmless Agreement

Whereas owner voluntarily enters his/her vehicle in the 1998 Mid-Missouri All British Meet in Columbia, MO, it is agreed as follows: (1) That owner(s) will insure his/her vehicle against loss, damage and liability and will provide proof of such insurance being in full force and effect to the Mid-Missouri All British Meet and the Best Western Columbia Inn. (2) That owner(s) does hereby agree to indemnify and hold harmless the Mid-Missouri All British Meet and Best Western Columbia Inn, agents, or assigns for any act or omissions which may result in the act, damage, or destruction or injury occurring during or as a consequence of this event, wherever located (3) The owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to him/her self.

Owner(s) Signature \_\_\_\_\_ Date \_\_\_\_\_  
 Insured With \_\_\_\_\_ Policy Number \_\_\_\_\_



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

TR6 TR7 TR8 SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4

TR4A TR5 TR250 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

SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250

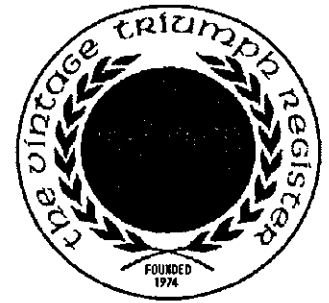
**Kansas City Triumphs  
Sports Car Club**

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

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



Local Chapter of the  
Vintage Triumph Register



## LIFE AT TRIUMPH LIVES!

by  
Andrew Mace - President VTR

Those of you with e-mail and World Wide Web access may have seen some of John Macartney's postings to the Triumphs e-mail list or checked out his Web site. Others may have read some of "umph" that have been re-newsletters. John had and lately has come al-position at the British Mo-in Gaydon. Recently he torial responsibilities with magazine and has as-Six Appeal, the magazine 2000/2500/2.5 Register. had a long and distin-Standard Motor Compress with a private print-My Father, a privately father's career and a re-tion of his "Life at Tri-book will be offered primarily through John's World Wide Web site and through Triumph Clubs around the world, only to October 1998.



his stories of "Life at Tri-  
printed in several Chapter  
quite a career with Triumph  
most full-circle with a new  
tor Industry Heritage Trust  
has also taken on some edi-  
Triumph Over Triumph  
sumed the editorship of  
of the Triumph  
John's father, Charles, also  
guished career with the  
pany. John is about to go to  
ing of In the Shadow of  
published recounting of his  
vised and expanded collec-  
umph" stories as well. This

Further information on the book appears elsewhere in this magazine. VTR members are welcome to order the book directly from John. However, John has appointed VTR as an official "agent" for ordering. While the cost is the same regardless, ordering through VTR will earn us commission on each book. These commissions will be used for further book and regalia projects for VTR.

(Continued on page 4)

## Triumph Events

### July

July 8th, (Wed.) 6:00pm -  
Club Night Out

July 17th, (Fri.) 7:00pm - All  
British Cruise Night

July 18th, (Sat. 10:00am -  
4:00pm) - Pre-VTR Tune-  
up Session

July 21st - 24th - Vin-  
tage Triumph Nationals

### August

August 1st, (Sat.) 7:00pm -  
Sonic/Drive-In Night

August 7th, (Fri.) 7:00pm -  
All British Cruise Night

August 14th, (Fri.) 8:00am -  
Annual Lake of the Ozarks  
Trip

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**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**

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(816) 468-8483**

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EDITOR**

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**MEMBERSHIP**

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

**CLUB HISTORIAN**

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

**TECH EDITOR**

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

# Director's Notes

By Jay & Laura Smith

Well today is the first day of Summer! But am I out driving my TR-4? NO! I'm up on a ladder painting my house.

Nothing beats the house until have one of our thundershowers away around mid-



this! This has been Spring for me as my appearances at Club events have been kind of hit and miss. I've made more than I've missed, but sometimes I've been late or had to leave early. I'm hoping Summer brings a more relaxed schedule but I'm not holding my breath.

feeling of painting a 9:00pm, only to many recent come and wash it night. Gawd I hate an interesting

In other news, we have a very exciting week next month. Can you guess what it is? That's right, it's the Vintage Triumph Nationals in Hudson, Wisconsin. Will your car make the drive? Can your car make the drive? Well before we take off on such a long trip we'll be having another tech session to give our cars the once over. We know our cars are in top notch shape, but it doesn't hurt to check a few things just in case. If nothing else it's just another chance to abuse Randy and Ann's hospitality as we invade their garage once again! More details later in this newsletter.

I hope everyone is doing well. Keep 'em on the road!

Jay



**Past Events**

\* **British Swap Meet-**  
 Roger Hurst was a great host for this years Swap Meet. It was held at his business (Hurst Imports) on 40 Hwy. in Independence. There was a nice food stand which made the day quite enjoyable. We also got the opportunity to see a brand new TR Prowler!

\* **Club Night Out-**  
 We had good turnout for our monthly club night out event. This time we attended the Houlihan's Restaurant in Leawood.

\* **Chaute-Out in Chanute-**  
 What can be said that hasn't been said in past years newsletter of this event. We drove to Chanute KS, drove as fast as we could down an airport runway, and then sat around and talked about it. We did have something interesting happen this year. We had our first breakdown at the track. Oh sure, Randy broke down last year while driving to the track, but a Jaguar was the first to call it quits at the airport. We're still not sure what happened, but it belched a lot of water and steam. It was a fast car too, topping out at 119 on its first run. Other Triumphs were: Randy Adkins (TR4) 87 mph, Ann Adkins (TR4) 86 mph, Jay Smith (TR4rd) 120 mph, Paul McCracken (Spitfire) 89 mph, Jim Brady (Stag) 102 mph, Bob

*(Continued on page 4)*

**KC Triumph Web Page...**

Please take the time to visit your club on line at:

<http://home.swbell.net/dheiman/kctr.html>

**Treasury Report**

Beg. Cash Balance @ 4/98		\$489.06
+ Cash Inflows	(2 new memberships)	\$30.00
- Cash Outflows		
	Newsletter printing/postage	(\$137.00)
	May Bank Fee	(\$10.00)
	June Bank Fee	(\$10.00)
End. Cash Balance @ 6/98		\$362.06

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter.

**British Classic Car Engine Remanufacturing**  
**MINICK ENGINE**

319 N. Cedar  
 Abilene, KS 67410

(800) 760-1455

(785) 263-1455

email: danM@access-one.com

## Past Events Cont'

(Continued from page 3)

Allen (TR6) ?? mph, Janet Allen (TR6) ?? mph, Steve Olsen (TR8) 108 mph. (Our apologies if we missed anyone.)

\* **Columbia Mo. All British Car Show-** This was Columbia's first All British Car show and it turned out to be a great one. It was held right on Broadway in downtown Columbia. It was a hot day and if you listened just right, you could hear the sweet melodious sounds of the North American Cicada. Seriously, it was a fun event and one that will hopefully return year after year. Several of our members even took home trophies. Randy/Ann Adkins (GT6) 2nd, Jay Smith (TR4) 1st, Kay Perkins (TR6) 2nd, Bob/Janet Allen (TR6) 3rd, Steve/Carol Olsen (TR8) 1st. (Our apologies if we missed anyone.)

\* **Club Night Out-** This month we attended the On the Border Restaurant in Leawood for our Club Night Out. It was a nice evening and we sat outside on the deck for a nice dinner. The Maas's drove their TR-8 and the McBrides drove their TR-3.

\* **MG Heartland Regionals-** See page 8.

\* **Maas Madness Rally-** Look for more details in next month's newsletter.

## Ten Years Ago...

By Paul McBride

*The British government bailed out Austin Rover Group and then sold it to British Aerospace which now owned the names of Triumph, MG, Healey, Riley, etc. At least they were still in England. Now the once proud names of British autos are mostly owned by German industrial giants, the losers of the two world wars... the irony is not lost.*

*Five Triumphs participated in the Braille Rally. Maurice Ballesteros and her non-sighted navigator came in second.*

*The annual Ozarks tour consisted of some brisk motoring to Kalfran Lodge near Osage Beach. The trip was uneventful with no motoring problems, and new members John and Nancy Maas, had the good sense to have a flat tire AFTER they parked at the lodge. 28 Triumph members enjoyed the Kalfran hospitality, being close to the water, a fabulous grilled pork chop dinner, water skiing and rustic cabins.*

*New members and now TEN YEAR MEMBERS:*

*Thon Basom  
John and Nancy Maas  
Richard and Ann Woody*

*Put a Triumph in your day!*

(Continued from page 1)

To order a book through VTR, please make your check or money order for \$25.00 (U.S. funds) payable to Vintage Triumph Register and put the words "Macartney book" on the memo line. Mail your check-along with your name and mailing address, fax and/or e-mail if you have it, and whether or not you would like the book autographed-to Macartney Book, c/o The Vintage Triumph Register, 15218 W. Warren Ave., Dearborn, MI 48126. [b]Orders must be received by September 30, 1998.[/b] Books will be mailed directly to you from the publisher, and they should arrive in time for the "holidays"!

More information about John's book is available online at [http://www.toolbox.ndirect.co.uk/triumph book/](http://www.toolbox.ndirect.co.uk/triumph%20book/).

## UPCOMING EVENTS...

\* **Important Lake News- The Annual Lake of the Ozarks trip** will again be at the Inn at the Grand Glaize. (573) 348-4731 They are once again offering us a discounted rate of \$72/night or \$82/night with Lake view. Make your reservations by July 24th and be sure to mention you're with the Kansas City Triumphs to get the discount rate. Reservations made after July 24th will be on a space available basis at the regular rate of approximately \$139. Events in the past have consisted of boating, go- carting and plenty of eating. Point Person: Laura Smith 468-8483

### JULY

*Stephanie  
confirmation*

**July 8th, (Wed.) 6:00pm - Club Night Out** - We will be meeting at Max's Autodiner on 8240 Wornall Rd. for our monthly Club Night Out. This is a Diner, so lets see lots of Triumphs at this event. For questions or directions contact our Point Person: Woody Underwood (523-8356)

**July 17th, (Fri.) 7:00pm - All British Cruise Night-** Monthly Cruise night at Oklahoma Joes.

**July 18th, (Sat. 10:00am - 4:00pm) - Pre-VTR Tune-up Session** - This is your chance to make sure your Triumph is in top notch shape for the VTR Nationals. Randy and Ann have once again permitted us to use their garage for a day of Triumph Tuning. Bring your car on over even if you're not planning on going to the VTR. These events are often some of the most fun! For questions or directions contact Randy Adkins. (816-415-9584)

**July 21st - 24th- Vintage Triumph Nationals-** This is it! This is the big one! The VTR Nationals are close enough to Kansas City once again that it would be a crime not to attend. We're planning on meeting at the Country Kitchen in Liberty (I-35 and 152) at 6:00am the morning of the 21st. Arrive a little earlier than that if you want to eat breakfast because we are pulling out for Wisconsin at 6:30am sharp. This will allow us several hours on the road before the heat really sets in. If you plan to caravan with the group to VTR, please call Jay Smith so we have an idea of how many to expect. Also for any other information or questions contact Jay Smith. (816-468-8483)

### AUGUST

**August 1st, (Sat.) 7:00pm - Sonic/Drive-In Night-** It's that time of year again when we gather together for some good greasy food followed by a Drive-In movie. Once again we'll be meeting at the Susquehanna Sonic in Independence. There we will eat and then decided which movie to watch at the Twin Drive-In.

**August 7th, (Fri.) 7:00pm - All British Cruise Night-** Monthly Cruise night at Oklahoma Joes

**August 14th, (Fri.) 8:00am - Annual Lake of the Ozarks Trip-** The Annual Lake of the Ozarks trip will be at the Inn at the Grand Glaize. (573) 348-4731 They are once again offering us a discounted rate of \$72/night or \$82/night with Lake view. Make your reservations by July 24th and be sure to mention you're with the Kansas City Triumphs to get the discount rate. Reservations made after July 24th will be on a space available basis at the regular rate of approximately \$139. We will meet at the Red Lobster next to Bannister Mall at 8:00am Saturday morning to beat some of the August heat. If there is interest, a later caravan may also head down. We are taking a slightly different route this year so we can cross the new bridge. This opens up a whole new set up roads that were never a possibility before. Events in the past have consisted of boating, go-carting and plenty of eating. Point Person: Laura Smith (816-468-8483)



# Triumph Valve Seat Recession and Unleaded Fuel

by  
B. John Mitchell,  
15 March 1996

The problem of valve seats in internal combustion gasoline engines became apparent with the gradual fading out of leaded fuel in the late 60s and early seventies. Lead in the fuel accomplished more than increasing the knock value of a fuel. When the auto companies began testing "virgin" engines with unleaded fuel, valve seat failure was encountered within 10 to 20 hours during a wide open throttle 4000 rpm durability test. Lead in the fuel provided exhaust valve seat lubrication and excellent heat transfer from the hot exhaust valve to the seat in the head than to the coolant media.

Several methods were tried to fix the problem, including seat inserts, valve rotators, and cooled valves, either sodium filled or a "heat pipe" design. I ran all types of designs including the "heat pipe" and also with a jet of coolant (water) sprayed directly on the valve. It became apparent that keeping the valve cool was a good solution but costly. The hardened valve seats became a cost effective compromise and was adapted by most if not all of the manufacturers.

With the effect of unleaded fuel under control, the next step was to incorporate a catalytic converter to reduce the level of CO and HC. A catalyst reacts very quickly to an increase in unburned fuel causing a catastrophic catalyst failure within microseconds. Thus it was apparent that the then widely used breaker point ignition systems in use would allow the engine to operate, although poorly, and cause a catalytic catalyst failure. This began the expedited development of a breakers or electronic ignition distributor, referred to as a "walk home" design since if the distributor began to fail, the engine would stop preventing any costly catalyst damage. With the advent of relatively inexpensive on board computers, electronic fuel injection was introduced as well as non rotating ignition systems all receiving inputs from sensors located in strategic necessary location sensing temperatures, fuel mixtures and exhaust makeup.

First, there never was a "requirement" for valve seat treatment, it was up to the particular automobile manufacturer. Further, I mentioned valve seat failure (valve seat recession) on a "virgin" engine. If the same test was applied to an engine that had been run with leaded fuel, the valve seats did not fail. There is a sufficient quantity of residual lead in the system affording protection and very few engines are ever subjected to the durability type test that produces a valve failure. In the case of your Triumph, you should encounter no problem using unleaded fuel. In the test that I mentioned, valve seat recession measured 0.000150 to 0.000180 of an inch in 40 hours of wide open throttle, 4000 rpm operation. Incidentally, valve seat inserts are not a good solution because of the expansion differences and the tendency for the seats to loosen - staking the seats only aggravated the situation in the long run. Hardening the seats was a good compromise (the depth of hardening is only .030 or so). Enough said!



## FEATURED CAR OF THE MONTH

Tamara Gibson  
1967 MK III Spitfire

My 1967 MK III Spitfire was purchased new in Burbank, CA by my oldest sister, Carol. It was her first car and was a decision that made our father none too pleased. Although he at first told her he wouldn't mechanic, he bought the car graduated to a '74 Jensen lived through to the 7th semester at a Berkeley frat



be the family's British from her when she Healy. The little car survived through to the 7th semester at a Berkeley frat

After spending nine years yard, one afternoon in 1994 Charlie, Jim and Randy) trailer the KS Triumph's

parked in my parent's four club guys ( John, drove to Olsburg, KS to newest member to Lee's

Summit. Within a few hours the little engine came to life and the slow process of restoration began. I've been gradually having parts replaced (tires, brakes, exhaust system, hoses, belts, filters, clutch, generator to alternator), etc. Eventually, I plan to smooth the body out and restore the color to its original white.

I've driven him (yes, him!) to Springfield, the Ozarks, Rockford, a few All British Meets, and hopefully to the VTR convention in Hudson, WI.

Although my mechanical knowledge is limited, I'm ready to learn. Without the club's kindness and helpful assistance, I know he'd still be sitting under a tarp in KS. Thanks to everyone. I treasure my wee little car and plan on keeping him forever. Hopefully, he'll get an older brother some day!

### Club Nametags

Anyone interested in purchasing a club nametag with our club logo can contact Ann Adkins at (816) 415-9584. The name tag will also include your first and last name and have a pin backing. The cost is \$4.00.

### WELCOME

Gus Findley  
St Joseph, Missouri  
(816) 232-3118  
1971 Stag

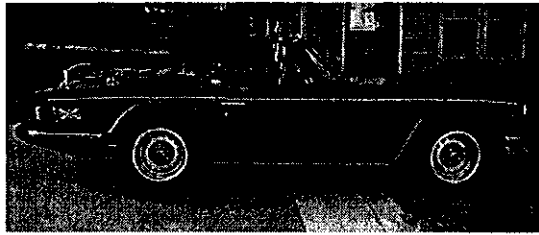
Tom and Jean Binkley  
Kansas City, Missouri  
(816) 420-9259  
1974 Spitfire

### WELCOME

Classifiedes Classifiedes Classifiedes Classifiedes Classifiedes

\* TR 4/5/6 after market hardtop \$75, TR3/4 4 speed transmission \$50 O.B.O Call Dave 254-5614 - Leave a message

\* 1975 TR-6 Beautiful Java Green w/blk interior; 76XXX miles, Strong engine/drive train; new brakes & master cyl; rebuilt front end; new soft top and carpeting; hard top, tonneau & boot; Nardi steering whl. Drive anywhere \$7500 (316) 231-4609



**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)

Classifiedes Classifiedes Classifiedes Classifiedes Classifiedes



# HEARTLAND REGIONAL

The 1998 Heartland MG Regional in Independence Square on June 12 and 13 boasted a record display of 114 British cars including 19 in the open class. An estimated 250 British car enthusiasts enjoyed perfect weather, a great show site, a record number of vendors, tech sessions, and an outstanding tour to Old Missouri Town. The Friday night party served barbecue to 180 guests. The food was provided by Tim and Todd's Barbecue which is owned by British car enthusiasts Tim and Susan McCracken. Ophelia's on the square in Independence was the site of the awards banquet on Saturday night. 143 guests were served and seated in 20 minutes. This outstanding service was exceeded only by superlative food. To make a long story short, those who attended the 1998 Heartland MG Regional were pleased at least.

The dramatic 20% increase in attendance this year would not have been possible without the publicity provided by your club newsletters. Please accept the sincere thanks of the Heartland MG Regional planning committee for this courtesy. The Heartland MG Regional planning committee is a group of self appointed volunteers with no affiliation with any single British Car Club. Typical of British car organizations, the budget is very limited which make the voluntary publicity gained from the individual clubs of primary importance. Volunteerism is the key to the success of this event. New committee members are always welcome. Please contact Jim Baustian at (785) 267-6033 or Diane Cotton at (816) 232-6871 for details of the first meeting for the 1999 event. The 1999 Heartland MG Regional will be held in St. Joseph, MO on June 11 and 12. Preliminary discussions indicate this will be an exciting event. Please plan to attend.

# 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, Kansas.

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

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 SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4

TR4A TR5 TR250 STAG TR2 TR3

**Kansas City Triumphs  
Sports Car Club**

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

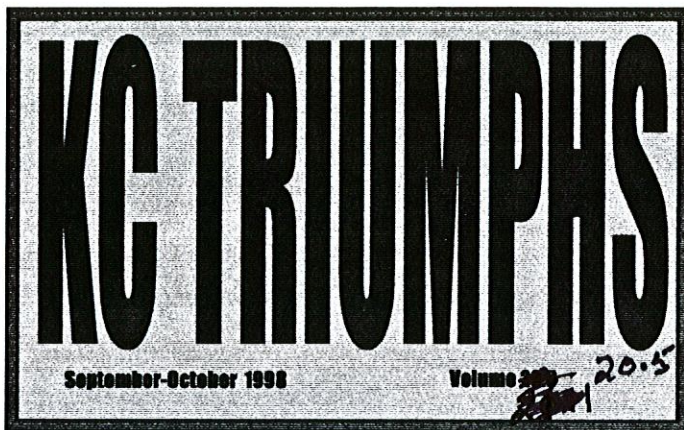
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8 SPITFIRE GT6

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

SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250



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



Local Chapter of the  
Vintage Triumph Register



## Kansas City Triumph Club Celebrates 20 years

By: Paul McBride

Late July 1978, Indianapolis Motor Speedway, three Kansas Citians exchanged introductions around a silver/blue TR3. The event was the 3rd national meet of the Vintage Triumph Register (VTR) and the three were: Charles Barr, Gary Davis and I. It was the beginning of **Kansas City Triumphs Sports Car Club.**



First KC Triumph Meeting, Sept. 1978

I had pre-registered for the meet and readied my TR3 when Charles, a sports car friend offered to ride "shotgun". We received a convention packet that included a list of pre-registrants and were delighted to see the name of another KC area VTR member. Charles called him and hence the intro's at the speedway. Gary was without his TR3 as its restoration was just begin-

*(Continued on page 7)*

### Triumph Events September

4th-6th-Kansas City All British

12th - Balloonfest Car Show

19th-20th - Arrow Rock Camping Trip

26th-27th McPherson, KS Scottish Festival

### October

3rd - Antique Run

4th - Lawrence, KC Car Show

24th - Annual Chili Cookoff

24-25th - Kansas City F.A.T. Run

### November

14th - KC Triumph Annual Dinner - 20th Anniversary

### INSIDE

- ⇒ Director's Notes - pg. 2      Past Events - pg. 3/4      Treasury Report - pg. 3
- ⇒ Upcoming Events pg. 5/6      VTR Awards - pg. 6      Classifieds pg. 8
- ⇒ Special Inserts - KC Triumph First Newsletter and First Meeting Flyer

# Director's Notes

By Jay & Laura Smith

**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) 441-0499**

**TECH EDITOR**

**Roger Hurst**

**(816) 373-3100**

With our Directorship almost over, I decided it was time for me to rite something in this space. So there won't be any long stories about cars and ~~trips~~. Well, actu- ally I could tell you about our horrendous trip from the Lake of the Ozarks to St. Louis and from St. Louis to KC in the heat of the day with the top down, but it would just depress me, so I won't. I doubt I'll be believing Jay ever again when he tries to guarantee that nothing else will break, or he's fixed a problem!



We have another Triumph enthusiast in our house. Our 2-year-old, Cameron, calls them "funny cars" and can't get enough! When we couldn't find Jay at the Auto-cross at VTR, I told him we'd have to leave. True to the "Terrible Two's" he threw a fit. He did not want to leave. So there we sat, in the parking lot while he watched the "funny cars" as they lined up to race. In a few years Jay will have a great companion that will share his enthusiasm equally - then I'll go shopping!

Keep 'em on the road...if you can!

Laura

REMINDER REMINDER REMINDER

As we all know, September 1st is the due date for club dues. Please submit a check for \$15.00 to Ann Adkins or save your stamp and drop off your dues at the club tent at this year's All British.

REMINDER REMINDER REMINDER

## Past Events

\* **Maas Madness Rally-**  
Once again the Maas's put on their annual Maas Madness Rally. As usual, you started off with a set of instructions and no idea where you were going to end up. It sounded like several people got to see more of the countryside than they were supposed to. When all was said and done the rally ended up in St. Joe this year. Thanks again to John and Nancy for the time and dedication into putting on such a great event.

\* **Club Night Out -** Several loyal British Car enthusiasts made their way to Max's Auto Diner for our monthly club night out.

\* **Pre-VTR Tune-up Session-** Randy and Ann Adkins once again opened their extremely large garage facility (Goodyear keeps one of their Blimps there in the off season) for a tech session. Jay was in attendance just long enough to drop off doughnuts. He then got to spend the rest of the day helping his mother move into her new condo. The high heat and humidity didn't keep the cars from streaming into Randy's for a little fixin' up. A big Thank You goes to Randy and Ann for the use of their spacious facility.

(Continued on page 4)

## Club Officers Needed...

The Kansas City Triumphs needs new club officers to replace those that are either retiring or moving on to other offices within the club. The offices that are open for the next term are:

Assistant Director(s)  
Newsletter Editor(s)

If you are interested in helping out your club in either of these two offices, contact any one of your current club officers ASAP.

## Treasury Report

<b>Beg. Cash Balance @ 6/98</b>		<b>\$362.06</b>
<b>+ Cash Inflows</b>	(5 new members)	<b>\$75.00</b>
<b>- Cash Outflows</b>		
	Newsletter printing/postage	(\$100.12)
	July Bank Fee	(\$10.00)
	Refreshments for pre-VTR Tune Up	(\$19.37)
<b>End. Cash Balance @ 8/98</b>		<b>\$307.57</b>

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter.

## British Classic Car Engine Remanufacturing

### MINICK ENGINE

319 N. Cedar  
Abilene, KS 67410

(800) 760-1455

(785) 263-1455

email: danM@access-one.com

web: <http://access-one.com/djm/engine.htm>

(Continued from page 3)

\* **Vintage Triumph Nationals-** A group of brave souls met at the Country Kitchen at 6:00am for a long trip to Hudson Wisconsin. Once in Hudson we had beautiful weather and Triumphs as far as the eye could see. The scenery was quite breathtaking in the river valley between Minnesota and Wisconsin, and there were plenty of curvy roads to test the cars on. One interesting moment was during the auto-cross event. John Mass appeared to have the fastest TR-8 at the event, but on his last pass he attempted to beat his own time. Unfortunately John hit a cone right off the bat which pretty much killed his chances of a good run. But did that stop John from having fun? No way! He pushed the TR-8 to the limit and was having a ball up until the point when the back of the car decided it was its turn to lead. The car did a quick 180 and knocked over a few more cones. Most people would stop at this point to gain their composure and make sure the car was still in one piece. But John never lost his composure and kept his foot in it the entire time. The TR-8 had all eight cylinders firing and tire smoke rolling! Lots of tire smoke. Nancy sat on the sidelines and kept her eyes closed through the entire run hoping the car would survive for the trip home. Great run John!

\* **Sonic/Drive-In Night-** This event always brings out quite a few cars. Several MG's even showed up for some of the greasy Sonic food. After dinner it was off to the Twin Drive-In for a double feature of Lethal Weapon IV and Armageddon. We lost a few folks who weren't up to two major action films, but the die-hards headed on to the show. Randy made "Buckets" to help us cool down on the hot summer night. It must have worked, because by the middle of the second show, Jay was down right cold. But thanks to Diane Cotton's extra blanket she carries in her MGB (only Diane) Jay kept from freezing.

\* **Annual Lake of the Ozarks Trip-** Five Triumphs (and one Honda) joined the caravan for our annual trip to the Lake of the Ozarks. We stopped by Herb and Wanda's place on the way down to say hi and enjoy their hospitality. We even got to see a B2 Stealth Bomber come buzzing right over Herb's house! It was then off to the Lake for an evening of eating, dancing and finally sitting around the pool smoking some cigars. OK, so by the time we made it to the Lake we were tired and pretty much made it to dinner and that was it. Oh well, it's vacation and we're supposed to relax if we want to. (Crab legs anyone?) For the second year in a row we rented a couple of pontoon boats and headed out into the ocean like waves that are the "Lake of the Ozarks". And for the second year in a row we proved that it's damn hard to sink a pontoon, but we gave it our best shot. All in all a good trip.

### Club Vending Space at All British...

The Kansas City Triumphs is going to reserve a vending space at this years All British. We figure most everyone has some parts that they would like to sell, but maybe not enough parts to warrant buying an entire vending spot. Well now is your chance to get rid of some of those parts you have lying around by bringing them to the All British event. At the time of this writing it is unsure if we will divide the cost of the space between those that participate, or if the club will help. Either way, it will be a cheap way to clean up your garage and put some money in your pocket at the same time.

# UPCOMING EVENTS...

## September

- \* **September 4th, 5th and 6th -All British Car and Cycle Meet-** Well if you've been keeping your car under wraps all summer, this is your chance to get it out and show it off. Even if your car isn't what you'd consider show-car quality, it doesn't matter. That's not the real reason for this event. It's to get as many British cars assembled together as possible. And with the guest country being Japan this year, we'll need lots of British cars just to keep from being the underdog at our own event! Once again the show is at the KCI Airport Marriott Hotel & help at the TR booth is always appreciated. Call Jay Smith for more details. 816-468-8483
  
- \* **September 12th, (Sat.) Balloonfest Car Show-** The Kansas City Sertoma will have a car show for sports, racing, antique and special interest cars during Balloonfest at Richards-Gebaur Air Base. Our cars fall into several of those categories and it might be a fun event. It will also feature a mini grand prix, hot air balloons and antique aircraft. For those interested, we'll meet at the Red Lobster at Bannister mall on Saturday. For more information call Jay Smith 816-468-8483
  
- \* **September 18th - 20th, 6:00pm - Club Camping Trip-** How much camping gear can you stuff in your Triumph? Here's your chance to show everyone your packing and camping techniques. Jan and Karen Berry have once again invited the club down to beautiful Arrow Rock Mo. for camping at the local State Park. We'll be meeting at the intersection of 291 and 210 highway on Friday at 6:00pm. We'll be leaving promptly at 6:30pm. From there we'll take some nice back roads down to Arrow Rock. The weekend will also consist of some nice drives around Arrow Rock and maybe a trip over to a local winery. Point Person: Randy Adkins 816-415-9584. Be sure to RSVP to Randy so he can make campsite reservations.
  
- \* **September 26th-27th - McPherson Scottish Festival British Car Gathering-** This won't be an official club activity, but it does sound like it might be a fun event. This British car show is in McPherson, Kansas. There is a road trip Saturday morning to the REO Auto Museum. The festival itself is full of activities and ceremonies throughout the two days. On Sunday there will be a display of our British cars in the middle of all the other activities. There is no cost to display your car and you will also receive two free admissions to the festival for both days. Call Bob Allen for more details. 734-9004 See insert for more details.

## October

- \* **October 3rd, (Sat.) 10:00am - Antique Run-** Once again Randy Adkins is putting on our annual antique run. We'll travel to several antique shops up north, hit some nice curvy roads and then stop for lunch to revitalize after all that shopping. Meet in downtown Parkville at 10:00am Saturday morning. For more information call Randy or Dan.
  
- \* **October 4th, (Sun.) 8:30am - Lawrence Car Show-** This event is a tradition in our club. It consists of a nice Sunday morning drive to Lawrence followed by a great car show. We also have a tendency to stop in the local microbrewery and make sure they are still making the beer correctly. We'll meet 8:30am Sunday morning at McDonalds at the corner of I-435 and 87th St. in Lenexa. We will leave for Lawrence promptly at 9:00am. For more information contact Jay Smith. 816-468-8483

\* **October 24th, (Sat.) 6:00pm - Chili Cookoff-** Once again Woody Underwood and Nanci Maloney have agreed to open up their home for our annual Chili Cookoff. This is always a popular event, so dig out those secret recipes and get ready for some good eatin'. May the best Chili win! RSVP to Nanci by Oct. 22nd so they have an idea of who's coming and what food they're bringing.

\* **October 24th and 25th, (Sat. - Sun.) - F.A.T. Run-** Bob Allen's tour of all tours is once again in the making. A grueling two day drive through some of the prettiest scenery Missouri has to offer. If you're interested you need to call Bob Allen right away so a motel room can be reserved. Bob Allen 816-734-9004

## November

\* **November 14th, (Sat.) - Annual Triumph Dinner-** Back by popular demand! We will have Annual Dinner at Rembrandt's Restaurant and will celebrate our club's 20th anniversary. Original Triumph members and founders will be our special guests. We will start with cocktails in the lounge, have dinner in the Gazebo Room and then go back to the lounge for entertainment still to be determined. Please plan to attend so we have a big crowd with lots of memories to share! **Make sure to have your check to Laura Smith, 1315 NE 69th St. Gladstone, MO 64118 by November 1st.** Reservations are non-refundable. Hope to see you there.

# Congratulations! Congratulations!

## 1998 VTR Awards:

★ **Autocross:** 1st - Nancy Maas TR8, 2nd - Bill McDevitt Spitfire, 2nd- Richard Bruenger

★ **TSD Rally:** 2nd - Novice Driver -Richard and Marilyn Bruenger

★ **Participants Choice:** 3rd - Gary and Dawna Adams-Davis

★ **Preservation Division:** 2nd - Bill and Linda McDevitt

★ Congratulation also to those who made the trip: Gary and Dawna Adams-Davis, TR3;  
★ Dick and Ann Woody, TR6; Bill and Linda McDevitt, Spitfire; Tamara Gibson, Spit-  
★ fire; Charlie and Melanie Hock, Spitfire; John and Nancy Maas, TR8; Richard and  
★ Marilyn Bruenger, Jay and Laura Smith, Bernie and Suzanne Hoff and Robert and Janet  
★ Allen.

(Continued from page 1)

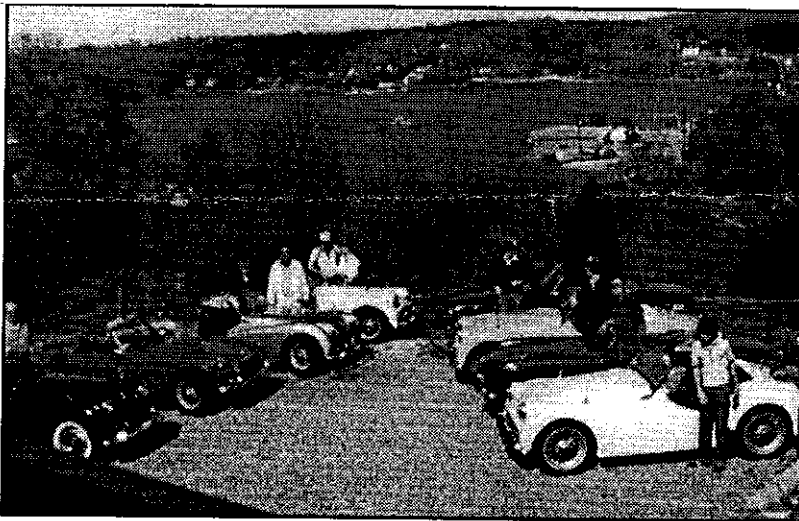
ning, but we had a great time at Indy and toured back to KC, he in his Toyota sweep car.

A couple of weeks later we met for an organizational session to form a local chapter of VTR in the KC area. KC had been without a Triumph club for at least a decade since the demise of the Heart of America Triumph Drivers Club. Plans were made for a "Get Acquainted Picnic". Gary put together a flier and cover letter (see copies) which was mailed to all known Triumph owners. We placed fliers on every Triumph we saw, ran ads in the newspapers, and contacted repair shops and dealers. (Yes, there were still Triumph dealers.) The picnic was held Sunday, Sept. 17, 1978 at Benjamin Trail Town, 87th & I-435.

We were astounded at the turnout! The first club newsletter (see copy) indicated 20 Triumphs and 50 owners of Triumphs in attendance. We gathered under the trees for an informal discussion and agreed to form a local chapter of the VTR. Rick Torres offered to set up the next meeting and rally at his shop on Santa Fe, at which time officers would be elected. Dues were established at \$5 per year.

Accomplishments within the first year:

- ◆ The Directory listed 23 charter members and their significant others. Six are still in the club: Gary Davis, Paul McBride, Richard and Virginia Peak, and Bob and Esther White.
- ◆ The first Annual Dinner in which 12 signatures of VTR members were obtained for Chapter Status.
- ◆ The first Annual Ozark Tour. 16 members and 8 cars enjoyed the real fun of Triumph cars.
- ◆ Tours to Lake Perry & Weston



1st Annual  
Ozarks trip,  
April 1979

Weston Tour,  
June 10, 1979



## New Club Members!

### WELCOME

Richard & Martha Cox  
Overland Park, KS  
TR6

Bill & Sylvia Wagner  
Overland Park, KS  
TR4

R.E. & Doreen Mae  
Clinton, MO  
TR6 & MGB GT

Greg Lofton  
Prairie Village, KS

### WELCOME

Classifides Classifides Classifides

LOST-VTR at Rockford videotape. Loaned to club members to pass around. Would like to have back. Check your tape libraries. Call Charlie Hock (785) 478-3799

For Sale - 1964 TR4- Replica Mini-lites, Directional performance tires, Manza exhaust, header, Alpine 6 disc CD changer, new interior, \$6,500 Call Randy Adkins (816) 415-9584

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(Continued from page 7)

- ◆ A timed gymkhana at Municipal Airport with the MGT series club.
- ◆ A half dozen new members.
- ◆ 3 car shows
- ◆ A bi-monthly newsletter (6 issues) was established which has been in continuous publication without a missed issue for 20 years. A copy of the first newsletter can be found towards the back of this newsletter.

Many wonderful Triumph cars, TR3's being the most numerous, were owned by members that first year: (2) TR2, (14) TR3, (7) TR4, (1) TR5, (2) TR250, (5) TR6, (1) ROADSTER, (1) SALON. No spitfires or 7's.... that was to come soon. But even more important than the cars were the members who served the club as officers and volunteers for the next 20 years. Among those are the following:

#### DIRECTORS:

Paul McBride	1978-1982
Gary Davis	1982-1986
T.R. Wilson	1986-1988
Ted Honig	1989-1990
Bob McBean	1990-1992
Jim Brady/Cynthia Yin	1993-1995
Randy and Ann Adkins	1995-1996
Jay and Laura Smith	1997-

#### NEWSLETTER EDITORS:

Gary Davis	1978-1982
Richard Peak	1982-1986
Ricky & Maurice Ballesteros	1986-1988
Joni Wilson	1988-1989
Margaret Luthy	1990-1992
Pat Fisher	1993-1994
Jim Brady	1994-1996
Dan and Jennifer Heiman	1997-
Jay Smith	1999
Woody Underwood	2000

#### VOLUNTEERS EXTRAORDINARY:

John Mays  
Richard W. Underwood  
Jeff Givens  
Woody Underwood  
Herb and Wanda Moore  
Virginia Peak  
Marlyn McBean

1999  
2001  
2003  
2005

1981-2002

PUT A TRIUMPH IN YOUR DAY!!!



Introduction: Welcome to the first installment of what we hope will be a long and rewarding relationship with the K.C. Chapter of the V.T.R. and yourselves. The first formation of this group began in Indianapolis, Indiana, the last weekend in July. The national V.T.R. meet is certainly the place to come up with ideas for a local group. The first local meeting in September showed the need to reach as many Triumph owners as possible and to get people and cars out to an event. A late summer picnic seemed to be the best ice breaker available. Advertising, phone calls and letters were handled by a club that really did not formally exist, except in a few dedicated minds.

The overcast and windy afternoon of Sept. 17, with a little shower at 1:30 seemed to say that the whole event might end without really starting. Contrary to beliefs, the clouds broke, the sun came out and so did the Triumphs and owners. Twenty cars purred their way onto the grassy parking area, while a few foreign makes, like Jaguar and Austin-Healey kept their distance along the roadway. About fifty owners shared stories and experiences in the warm afternoon sun. Special interest seemed to center around Bob & Esther White's beautifully restored TR3A, Paul & Nancy McBrides exceptional TR3 small mouth, and Gene & Barbara Williams' Stag, with hardtop on and off. Every model, from a TR2 grill to the TR6 were represented at the meet.

A brief explanation of the Chapter as it stood brought out many good suggestions from the group. As a result of the great response and interest shown by everyone at the picnic, we are pleased to announce the formation of the K.C. Chapter of the Vintage Triumph Register.

The Chapter will file for official recognition with the V.T.R. as soon as membership is established and officers are elected. Your continued support, ideas and talents will bring this organization to offer the events and services you desire. I want to take this opportunity to thank Paul and Charles, and everyone else who attended the picnic, called, or sent letters of support. Thank you all!

Gary

UPCOMING EVENTS: Sunday, October 22, Rick Torres has offered to set up our second full meet. We expect a small tour or rally and general club meeting. We need to elect officers and discuss V.T.R. Chartership plans. Details to follow.

NEWSLETTER: Mailed bi-monthly to club members, free want ads for members, maintenance and repair tips, information on spares sources, new member list and membership roster twice a year.

CHAPTER DUES: \$5.00 per year to cover printing, postage, and handling of the newsletter. Also covers the expense of advertising events and sponsoring meetings.

RECRUITING: One of the basic goals of the Chapter is to offer membership to all interested Triumph owners. In order to accomplish this, we need the help of each and every member in contacting new prospects. Friends, neighbors, cars on the street, anyone you can find. Let's all pitch in now to get the club off to a good start.

SUGGESTIONS and PLANNING: Everyone has ideas about events, meets, etc. they would like to see. Anyone wanting to plan and coordinate an event is more than welcome. If we can spread some of the planning responsibility around, we can have better variety and more club interest and participation.

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KANSAS CITY CHAPTER--MEMBERSHIP APPLICATION--VINTAGE TRIUMPH REGISTER

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

CAR INFORMATION

YEAR	CONDITION	MODEL	COMMISSION NUMBER
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Are you currently a member of V.T.R. Yes \_\_\_\_\_

No \_\_\_\_\_

If you desire membership in V.T.R. you may inclose \$10.00

Make all checks payable to K.C. Chapter of V.T.R.

Mailing address: 6039 Rockhill Rd. K.C. Mo. 64110

For more information contact: Gary Davis--361-0641 or Charles Barr--525-1129



# The vintage triumph REGISTER

POST OFFICE BOX 36477, GROSSE POINTE, MICHIGAN 48236 U.S.A.

Dear Triumph Enthusiast,

I am sure this letter may be a surprise to many of you. Names and addresses have been forwarded to me from your friends and acquaintances.

This picnic has been arranged as a first step to establishing a local chapter of The Vintage Triumph Register. We hope to offer the activities of a strong local group and the advantages of belonging to a national organization. I have enclosed a pamphlet on the V.T.R. for your information.

The Kansas City area may have more Triumphs than any other area of its size. A need and desire for a local organization has been expressed by many of the people I have contacted.

We invite you and your family to come out and share your ideas on the formation of this group. Please contact your friends and neighbors and invite them for us if they are interested.

If you are unable to attend but want to remain on our mailing list or want to add friends, please give us a call or drop us a note.

Thank you for your time and support.

Sincerely,

Gary L. Davis  
6039 Rockhill Road  
Kansas City, Mo. 64110





# The vintage triumph register

POST OFFICE BOX 36477, GROSSE POINTE, MICHIGAN 48236 U.S.A.

## KANSAS CITY CHAPTER

### GET ACQUAINTED PICNIC

FOR ALL  
TRIUMPH ENTHUSIASTS

**Sunday Sept. 17, 2:00 p.m.**  
**Benjamin Trail Town**  
**87th & I435**

Pack up food, drink, and TRIUMPH, and we'll see  
you on the seventeenth....

for further  
information contact

**Paul McBride**  
**342-5056**

**Charles Barr**  
**525-1129**

**Gary Davis**  
**361-0641**





**McPHERSON  
SCOTTISH  
FESTIVAL &  
HIGHLAND  
GAMES**

# A Gathering of British Motorcars ...

*McPherson Kansas is the place to be on September 26th & 27th, 1998 for the 1st British Motorcar Gathering at the McPherson Scottish Festival. You are invited to enjoy the festivities with your fellow British Car Aficionados.*

*The Host Hotel will be The Best Western Inn at 2211 E. Kansas off of I-135. Call 1-316-241-5343 to book your rooms as soon as possible. Space will be very limited that weekend.*

*Registration is Free.*

*Events include A Saturday Tour to Lindsborg, KS (Little Sweden) to visit the R.E.O. Museum and dine at one of the great Restaurants in the area.*

*Sunday morning we assemble in the park to put our cars on display and enjoy the Scottish festivities. Door prizes will be offered and special certificates will be given to the first 100 participants of this special event. We plan to have a great time. Please Join us.*

*Sponsored by the British Car Club of Wichita*

## 1998 British Motorcar Gathering

This is a free event. No Pre-Registration Required.  
Please Check in at the Hospitality Suite upon  
your arrival to the host hotel, the Best Western  
Holiday Manor, junction US-56 & I-135 exit 60

# FRIDAY, SEPTEMBER 25, 1998

9:00 a.m. Tartan Seminar ..... Red Coach Convention Center  
 8:00 p.m. Reception ..... Red Coach Fun Dome

# SATURDAY, SEPTEMBER 26, 1998

9:00 a.m. Pipe and Drum Competition ..... Pipe Tent  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletic Competition ..... Field  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletics ..... Field  
 Scottish Country Dancers ..... Band Shell  
 Margaret Gravitt ..... Headliner Stage  
 Sword Theater ..... Family Stage  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletics ..... Field  
 Children's Athletics ..... Field  
 12:00 noon Mid-Day Ceremony, Massed Band -  
 Parade of Tartans - ..... Band Shell  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletics ..... Field  
 312th Army Band Concert ..... Band Shell  
 Margaret Gravitt ..... Headliner Stage  
 Sword Theater ..... Family Stage  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletics ..... Field  
 Children's Athletics ..... Field  
 Pipe/Band Competition Begins ..... Band Shell  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Highland Dance Competition ..... Highland Stage  
 Heavy Athletics ..... Field  
 Children's Athletics ..... Field  
 Margaret Gravitt ..... Headliner Stage  
 Sword Theater ..... Family Stage  
 Heavy Athletics ..... Field  
 Closing Ceremony ..... Band Shell

9:30 a.m. Kirling of the Tartan, Worship ..... Headliner Stage  
 10:30 a.m. Pipe and Drum Workshop ..... Pipe Tents  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 British Car Display ..... Lakeside Drive  
 Margaret Gravitt ..... Headliner Stage  
 Sword Theater ..... Family Stage  
 Heavy Athletics ..... Field  
 Scottish Country Dancers ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 Children's Athletics ..... Field  
 McPherson College Renaissance Troupe ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 Scottish Country Dancers ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Closing Ceremony ..... Band Shell

# SUNDAY, SEPTEMBER 27, 1998

9:30 a.m. Kirling of the Tartan, Worship ..... Headliner Stage  
 10:30 a.m. Pipe and Drum Workshop ..... Pipe Tents  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 British Car Display ..... Lakeside Drive  
 Margaret Gravitt ..... Headliner Stage  
 Sword Theater ..... Family Stage  
 Heavy Athletics ..... Field  
 Scottish Country Dancers ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 Children's Athletics ..... Field  
 McPherson College Renaissance Troupe ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Ed Miller ..... Headliner Stage  
 Thad Beach ..... Family Stage  
 Heavy Athletics ..... Field  
 Scottish Country Dancers ..... Highland Tent  
 British Car Display ..... Lakeside Drive  
 Closing Ceremony ..... Band Shell

## SATURDAY & SUNDAY ACTIVITIES

- Irish Curragh Rides
- Scottish Product Vendors
- Clan Tents
- Food Court
- Celtic Harp and Scottish Fiddle
- Children's Passport Game

Lakeside Park (US 56, E. Kansas Ave.)  
 P.O. Box 616, McPherson, KS 67460  
 800-324-8022  
 Free Parking - within walking distance  
 Rain or Shine (events under tents)

# ADVANCE TICKET ORDER

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_  
 Telephone \_\_\_\_\_

Contact me about volunteering my time for the Festival

## SEPTEMBER 26 & 27, 1998

FIELD	Advance Price	Number	Sub-Total
Adult, 2 days (Gate \$11.00)	\$10.00		
Children, 2 days ages 6-12			
age 5 & under, Free			
Adult, Saturday (Gate \$8.00)	\$6.00		
Adult, Sunday (Gate \$5.00)	\$4.00		
Child, Saturday (Gate, \$3.00)	\$2.00		
Child, Sunday (Gate, \$2.00)	\$1.00		
<b>SPECIAL EVENTS</b>			
Adult, Sat. Ceilidh (Door \$12.00)	\$10.00		
Child, Sat. Ceilidh (Door \$6.00) ages 6-12	\$ 5.00		
Adult, Sat. Scottish Country Dance Gala	\$ 5.00		
Child, Sat. Scottish Country Dance Gala	\$ 2.00		
Dance Gala - ages 6-12			
Friday Tartan Seminar	\$30.00		
Donations:			
Duke	\$500		
Highlander	\$250		
Clansman	\$100		
Scot	Up to \$100		

(Donor name to appear on program)  
**GRAND TOTAL** \_\_\_\_\_

(Make check payable to McPherson Scottish Festival)  
 Please enclose stamped, self-addressed envelope.  
 Advance ticket orders must be received by Friday,  
 September 18. Sorry no refunds. Mail to: Festival Tickets -  
 P.O. Box 616, McPherson, Kansas 67460  
 (may photo copy order form)

# 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, Kansas.

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**

**TR6 TR7 TR8**

**TR3A TR3B TR4**

**TR4A TR5 TR250**

**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**

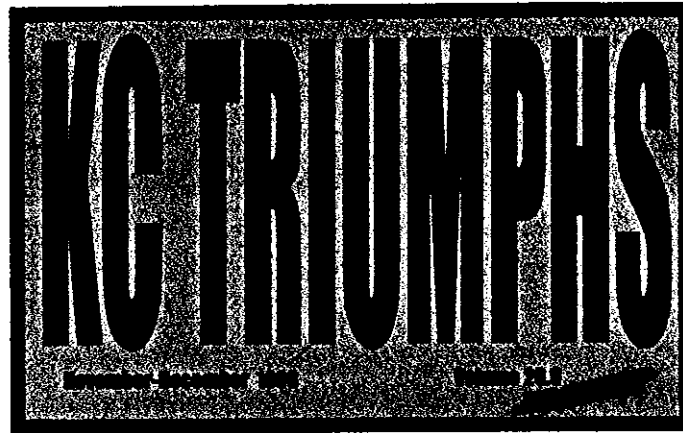
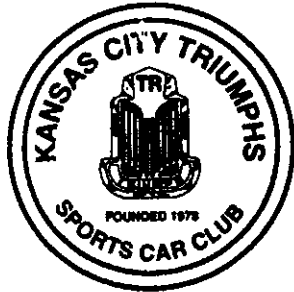
**SPITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250**

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



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

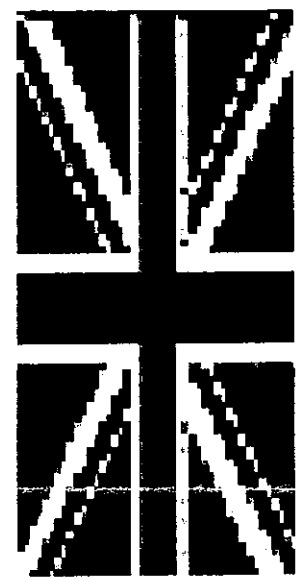
Local Chapter of the  
Vintage Triumph Register



**Kansas City Triumph Car Club hosts annual dinner Celebrating 20 years!!**

Back by popular demand! Kansas City Triumph Club is hosting this year's Annual Dinner at Rembrandt's Restaurant. This event will celebrate our club's 20th anniversary. Original Triumph members and founders are scheduled as special guests. We will start with cocktails in the lounge, have dinner in the Gazebo Room and then go back to the lounge for entertainment, still to be determined. Please plan to attend so we have a big crowd with lots of memories to share! Make sure to make reservations with Laura Smith.

More information on page 5.



**Triumph Events**  
**November**  
November 14th -  
Triumph Club  
Annual Dinner -  
20th Anniversary

⇒ Director's Notes - pg. 2	Past Events - pg. 4	Treasury Report - pg. 4
⇒ Upcoming Events pg. 5	Tech Tip - pg. 6	Classifieds pg. 8

# Director's Notes

**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**  
**Ban & Jennifer**  
**Holman**  
**(913) 383-8976**

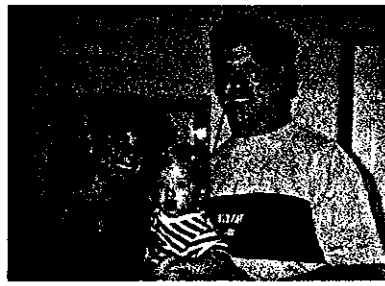
**MEMBERSHIP**  
**Ann Adkins**  
**(816) 415-9584**

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

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

This is my last installment of the Director's Notes as our term is up next month. I'm grateful for all the kind words that everyone has given me these past two years and I have enjoyed the opportunity to serve this club. It wasn't always easy.

Work has managed to the past two years. In ad- start of our Directorship curve. Family and work in some club events. and somehow managed ing on in our life. I'm late to these same situa- own lives.



keep me fairly busy over dition, a newborn at the made for a steep learning limited our participation However we made most to balance all that was go- sure many of you can re- tions going on in your

I have enjoyed this club ever since I joined back in 1992. There were some very essential members that helped me get my TR-4 running, and I still love driving it today. My dad thought I was crazy when I dragged the sad little sports car home from its long 20-year storage. Covered in dirt and grime, vandalized, and sitting on four flat tires. It was a site to see. I'm sure he never thought I would get it running. However, after some wrenching, the worn out little motor came to life and ran for another two years before finally being rebuilt. Of course, I've person- alized the TR-4rd over the years to get it the way I want... but that's another story altogether. I look forward to remaining active in the club and driving my Tri- umph whenever possible. Lastly, I would like to welcome the new KC Triumphs Directors, John and Nancy Moss. Long time members, John and Nancy became our Assistant Directors two years ago and are now ready to step up and take the reins of the club. I look forward to seeing some of their new ideas for the club. Also, to those who are leaving office, I want to thank you for all your hard work and tell you that it was really appreciated. For those that are taking new positions as club officers, I thank you for your willingness to serve your club. And for those keeping their offices, give yourself an "Atta boy" and pat yourselves on the back. Seriously, I know the club appreciates those that have served for many years as club officers. Your contributions have kept this club one of the best in Kansas City.

Keep 'em on the road!

Jay and Laura

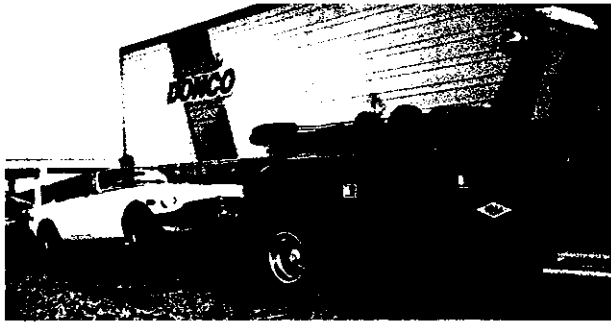
# British Car Club Folks are the Greatest!!!!

By: Diane Cotton, St. Joseph, Missouri

If you are ever going to have a break-down do it at the "All British". Used parts are available and plenty of shade-tree mechanics. I was amazed and truly appreciative of the help that British car enthusiasts will extend to a fellow British car owner. I want to THANK all of you who offered to help, all that actually got greasy, went after parts, took parts off their own cars, vendors who gave me parts, took me to Victoria British to get parts and let me use their home garage to get out of the heat and finish the repair.

I hesitate to mention any names involved in these incredible repairs for fear I would overlook someone, for it was really an All British effort, but I will try and recount what happened so you all can say BEEN THERE-DONE THAT.

If you will allow me to go back a couple of weeks I think that is when things started to domino. I had a fellow MG owner, Paul Kennedy of the KCMGCC and son Justin replace the induction heater which was cracked and causing a vacuum leak. After ordering this used induction heater from Arvol Bartok of Sedalia, reset the Zenith carburetor. After found the alternator was not discharging, alternator purchased from an auto parts store, we installed pulley on new alternator, we installed voltage on the output. I took back the had both old and new alternators. No one in St. Joseph, MO had the of work to go to Vicky B's to buy a alternator on and experienced the has to be something else. In the alternator to Savannah, MO a rebuild alternator reworked for spare; only to find that the shaft threads are bugged up and the only thing they could find wrong was a wire off the alternator. They don't think it is worth fixing, and advised me to take it back to auto parts store because they bugged up the shaft when they took off the old pulley to put on the new alternator they sold me.



Now, we think we can't have three alternators that are bad. So we start looking for something else, which was a short form the starter solenoid to the alternator, of which we simply by-passed temporarily to enable me to go on the Ozark trip with the Kansas City Triumph Sports Car Club.

The next day we met at Bannister Mall, and my car was making a racket. The rally group, which is of course Triumph enthusiasts, look under the bonnet and decide the belt is loose, or perhaps the alternator bearings are making a noise. "Get rid of that 1978 MGB and get a Triumph" and a few other choice comments were made. The belt was tightened and we all made it home after a fun week-end trip and no more problems.

Now, it is get ready for the All British, I pull my car upon these garage sale ramps I purchased and repaint my rocker panels, repaint my carpet, clean and polish every thing on m car. I'm ready! My car is making the noise again, only on start up, and after warm up, it seems to go away.

The tail gate party Friday night is over at the All British and the Randy Adkins' family of the KCTSCC have invited me to camp with them at Weston Bend State Park. Randy rode with me, and we notice, my car's lights are dim, we'll look at that in the morning daylight. I must meet at 7:30 am at the Marriott to participate in the "Full Monty", a rally to the Argosy Casino for full breakfast. We looked under the bonnet, after I started the car, because it sounded like something was flopping around. Indeed it was flopping, the belt was about to fall off the pulley, and the alternator had lost the bottom bolt and nut. We found the bolt, but no nut, so Randy puts my little vise grips on the back of the bolt to serve as a nut and we tightened the belts, and I'm off at least to get to the airport where the rally is to begin. The car was making a terrible noise and I was watching every gauge I could, I'll never make it but I'm now on interstate 29 and closer to my destination than what I ever thought. Then the belt broke and the radiator fan motor switch pops out and so did my coolant in my radiator. I must walk to 92 highway, which has a station and call AAA for a tow to the Marriott Hotel... After walking to the station, who should find me but Randy, who had previously called his mother Becky, who was to go on the rally with me, and inform her that I would be a little late. And then he followed up with her to see if I made it. When informed I had not, Randy knew to look for me. (Aren't those little cell phones handy.)

After taking me to the Marriott and calling AAA, Becky took me back to my car to be there for the tow truck. The driver asks again, "Are you sure you want to go to the Marriott? We only take you one place." After explaining that there would be mechanics and parts at the Marriott, he towed my car to the show grounds and some guys helped push it under a shade tree.

(Continued on page 7)

## Our Club continues its search for new Officers...

The Kansas City Triumphs needs new club officers to replace those that are either retiring or moving on to other offices within the club. The offices that are open for the next term are:

Assistant Director(s)  
Newsletter Editor(s)

If you are interested in helping out your club in either of these two offices, contact any one of your current club officers ASAP.

\* **September 4th, 5th and 6th -All British Car and Cycle Meet-** Another All British has come and gone and it was another good one. Especially if you like extremely hot weather! There was a good selection of all British makes and models, but the heat was almost unbearable at times. Roger Hurst's tent kept busy all weekend handing out free ice cream and drinks. Most tried to beat the heat sitting under the club tent and drinking lots of fluids. Thanks to everyone who showed up and especially those that helped work the club tent.

\* **September 18th - 20th, 6:00pm - Club Camping Trip-** Club Camping Trip- Three British Cars (and a couple of non-Brit cars) made the trip to Arrow Rock Missouri for a camping trip at Arrow Rock State Park. There was nice driving around mid-Missouri to a local winery and to Santa's grave. (Randy Adkins is pretty sure that Santa is really buried there.) A big thank you to Jan and Karen Berry for their hospitality and willingness to help sponsor this event.

\* **October 3rd, (Sat.) 10:00am - Antique Run-** Our annual antique run was again a success even though the weather tried to dampen it. It looked like rain most of the day, but it only sprinkled a little early in the morning as we drove to Parkville. The rest of the day was perfect for driving around the Northland and hitting the various antique shops. A handful of Triumphs and MG's made the trip and everyone seemed to have a good time. A big thank you to Randy and Ann for hosting this event once again.

\* **October 4th, (Sun.) 8:30am - Lawrence Car Show-** Rained out

\* **October 24th, (Sat.) 6:00pm - Chili Cookoff-** Another great time was  
*(Continued on page 7)*

## Treasury Report

Beg. Cash Balance @ 8/98	\$307.57
+ Cash Inflows (new members renewals, T-shirts, nametag & patch sales)	\$690.83
- Cash Outflows	
Newsletter printing/postage	(\$152.22)
Aug Sept Oct Bank Fee	(\$40.00)
End. Cash Balance @ 10/98	\$806.18

◆ In order to make our club finances public knowledge, we will provide a financial statement in each newsletter.

## British Classic Car Engine Remanufacturing MINICK ENGINE

319 N. Cedar  
Abilene, KS 67410

(800) 760-1455

(785) 263-1455

email: danM@access-one.com

web: <http://access-one.com/djm/engine.htm>

## UPCOMING EVENTS...

You are cordially invited to attend the annual

# Kansas City Triumphs Sports Car Club Dinner

Saturday, November 14, 1998  
Social Hour 6:00 p.m.-Dinner 7:00 p.m.

Rembrandts Restaurant  
2820 NW Barry Rd

### 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 or juices*

*\$26.00 per person*

*Secure your reservation NOW by sending a check  
made out to K.C. Triumphs*

*Deadline: November 8, 1998*

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

*Please note reservations are non-refundable*

## SIDE SCREEN RACK & PINION STEERING CONVERSION BRACKET

This tech tip came through the internet from a gentleman in Australia. So, for those interest...

There is a specially designed BOLT ON (no welding) bracket available which allows a readily available steering rack to mount to the Triumph's chassis. This bracket is already in use with very favorable results and comments.

If any further information is required please contact Terry Goodall at:

Email [ahava@acenet.com.au](mailto:ahava@acenet.com.au)  
Or fax 61 48 615270.

## Oklahoma Joe's All British Cruise Nights

Oklahoma Joe's Barbeque was a hot spot for British cars this past summer. Most Friday nights throughout the summer car enthusiasts would gather for good food, cold beverages and hot summer fun swapping stories over their "toys".



Thanks goes to Bob Allen and the Kansas City MG Club for organizing the cruise nights. Thanks also to Diane Cotton for capturing this moment!

## An "ENTIRELY NEW" Triumph book

Earlier this year, I released a number of stories on the Internet under the title 'Life at Triumph.' These were a compendium of stories of my life at Standard Triumph in England from 1966-1972. The reaction from global Triumph enthusiasts was fantastic and these stories have now been combined into a book with other stories covering my father's time with The Standard Motor Company from 1921-1962. The book is called "In the Shadow of my Father" and is only available from me. It is NOT being published commercially, so will be unavailable from bookshops etc. It is an A5 paperback containing photographs from private collections and runs to some 220 pages. 1000 copies of this book are being printed privately later this month and so far, some 600 have already been ordered and paid for in full. As it is a limited print run, it is anticipated the book will become a collector's item very quickly. It's a book about LIFE within the Company and NOT one about the cars themselves, though naturally the cars play a very large part in the overall text. Further details are available on my website at: <http://www.toolbox.ndirect.co.uk/triumph-book/> (Depending on your browser, the last / may not be required.) The book costs US\$25 including P&P and will be sent direct to the person who has ordered it. The closing date for orders in England is November 30, 1998. In closing, it is perhaps worth mentioning that I am the Editor for the magazine SIXappeal - the house mag for The Triumph 2000 2500 2.5 Register in the UK having a global membership of 1500 and I write for Triumph Over Triumph magazine - owned and edited by my old friend and former colleague Paul Richardson, son of the late Ken Richardson.

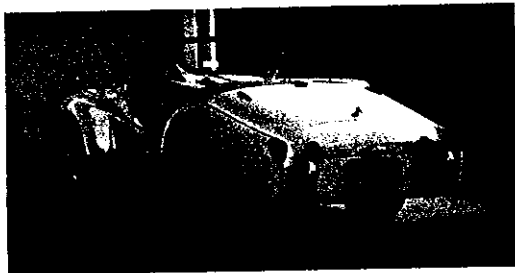
Yours sincerely

John Macartney

You can order your book through: UK  
THE AUTHOR: [jon-ac@ndirect.co.uk](mailto:jon-ac@ndirect.co.uk)  
The book will NOT be available from shops - only from the Author and Agents.



**For Sale - 1960 TR-3A-** White, almost everything new, top, toneau, interior, chrome wires, etc 3rd Place 1997 "All English Show". Just lost interest-have new project -\$9,000 Call Jerry Adams (913) 851-2158



**For Sale-** 1976 Triumph TR6- Carolina Car- never driven on salted roads. Rebuilt engine, new clutch, hydraulics, new Robbins top, new interior, new Michelins, new aluminum gas tank, rebuilt rear axles. \$8,000 or best offer. Call Gary Schafer (913) 451-3355 (w) or (816)753-2654 (h).

Welcome  
New  
Club  
Members!

Jean Paul and Ann Gagnon  
1962 TR3

Dirk and Julie White  
1980 Spitfire

Gerald and Rita Schafer  
1976 TR6

Jerry and Teresa Poteet  
1974 TR6

Robert Unger  
1976 Spitfire

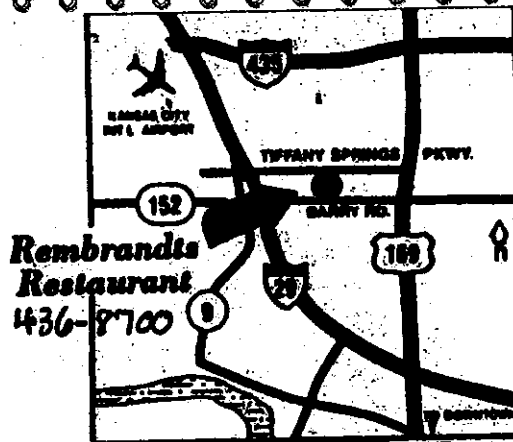
Charles and Kay Gwin  
1964 TR4

Phillip and Vickie Maddox  
1960 TR3A

Jeff Roberts  
1976 Spitfire

**Renewing members**  
Bernie and Suzanne Hoff  
1976 TR6

DIRECTIONS TO  
REMBRANDTS-  
ANNUAL DINNER  
NOVEMBER 14TH:





# Kansas City Triumphs Membership Application

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

## Membership Dues & Information

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*-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 and Margaret McBride  
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

TR6 TR7 TR8

**Kansas City Triumphs  
Sports Car Club**

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

TR3A TR3B TR4

TR4A TR5 TR250

STAG TR2 TR3

TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8 SPITFIRE GT6

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

PITFIRE GT6 STAG TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250