

The day was gray and chilly but the weather held off and did not affect our annual antique run. I am truly appreciative of the participation of this event. A special thanks for members from the KCMGCC to tag along. It sure makes hosting an event worth the effort one must put into the preparations when you have attendance. Thanks again.

### TEN YEARS AGO

January 1991: New officers had been elected; Director-Bob McBean, Assistant Director-Dick Luthy, Secretary-Treasurer-Jim Brady, Editor-Margaret Luthy, and Publicity-Cynthia Yin.

The annual dinner at Rodeway Inn saw 37 members enjoy an evening of Triumph trivia, historic films, good food & drink, etc. John Maas, T.R. Wilson, and Gary Davis won the trivia quiz prizes donated by Victoria British.

Past Events: Ric & Diana Curtis hosted a Halloween party at their home near DeSoto. Chili & beer was furnished, costumes optional. Natalie Yin Brady came as "Miss Cottontail".

The All British Meet in September was extremely hot, so the typo on the dash plaque (ALL BRITISH MELT) was quite appropriate. 1st place winners were: Linda & Larry Birk-1968 250, Larry Bertz-TR6, and John Fasnacht-1960 TR3.

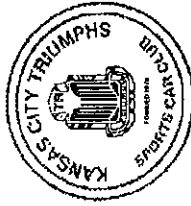
The newsletter want ads included: 1967 London taxi-Austin \$5000; Bill McDevitt's '69 Spitfire \$500; and Ricci Ballesteros's '76 TR7. New members included Randy & Ann Adkins.

Remember the laws of auto restoration:

- 1<sup>st</sup> - THE LEAST ACCESSIBLE NUT OR BOLT WILL ALWAYS BE STRIPPED.
- 2<sup>nd</sup> - GIVING A BOLT OR NUT ONE LAST TURN TO INSURE TIGHTNESS WILL ALWAYS SNAP IT OFF. FAILURE TO DO SO WILL CAUSE IT TO COME LOOSE AND THE PART FALL OFF.
- 3<sup>rd</sup> - REASSEMBLY IS NEVER THE REVERSE OF DISASSEMBLY,
- 4<sup>th</sup> - IF WHEN REMOVING A SPECIAL UNREPLACEABLE BOLT IT IS DROPPED ON A SPOTLESSLY CLEAN GARAGE FLOOR, IT WILL BE HEARD TO HIT THE FLOOR AND THEN VANISH FROM THE FACE OF THE EARTH!

PUT A TRIUMPH IN YOUR DAY!

Paul McBride



## KANSAS CITY TRIUMPHS SPORTS CAR CLUB

23 Volume ~~1~~, Number 1  
January/February 2001

### CLUB OFFICERS

Directors: Ann & Richard Woody, 816-628-4154, [sailor56@peoplepc.com](mailto:sailor56@peoplepc.com)  
Asst. Director: Jeff Givens, (913)727-9075, [Givensj@vrnworth.com](mailto:Givensj@vrnworth.com)

Secretary-Treasurer: Karen Lyman, 913-383-1006,  
[klyman@swbell.net](mailto:klyman@swbell.net)

Historian: Paul McBride, 913-441-0499, [PMCBTR3@aol.com](mailto:PMCBTR3@aol.com)  
Technical Advisor/Publisher: Gary Davis, 913-441-2733

Newsletter Editor: Woody Underwood, 816-523-8356,

[Woody\\_Underwood@kcpt.org](mailto:Woody_Underwood@kcpt.org)

Publisher: Cynthia Yin, 913-642-1769, [yincynthia@hotmail.com](mailto:yincynthia@hotmail.com)

### DIRECTOR'S NOTE

Greetings to all,

The yearly planning meeting has been scheduled and the new board has met and is ready to go. All we need now is the cars tuned up, serviced, and spring. Well, some cars, like mine, need a lot more than that, but the TR8 will be ready for driving come spring.

I would like to thank the Lyman's, McBride's, and Davis's for a great progressive dinner. The food was very good and so was the hospitality. The Guys enjoyed the garage tours the most. I came home and cleaned mine. We will be traveling north for the next progressive dinner. If you would like to be a host for next year's tour please let us know at the yearly planning meeting. Speaking of which, the newsletter has info about that, so please bring your covered dish and ideas to make 2001 a Triumph odyssey and get ready to ZOOM ZOOM ZOOM!



Regards,

*Richard and Ann*

2001 Triumph Club Directory enclosed – Please send any corrections or additions to Secretary-Treasurer Karen Lyman.

## PUBLISHER'S NOTE

If you have any items or information that you would like put into the newsletter, please e-mail or "snail mail" it to Editor Woody Underwood or myself. I GREATLY prefer and appreciate the e-mailed info as it is easier to then cut and paste it into the newsletter. Thanks and hope to see you at the planning meeting!

 *Cynthia* 

## UPCOMING EVENTS

### **Saturday, February 10, PLANNING MEETING**

Help plan another great Triumph year at the Brady/Yin house, 9728 High Dr., Leawood, at 6 PM. Bring your calendars, a potluck dish or dessert and BYOB. The club will provide sodas, plates, cups and utensils. Please bring your ideas for events and volunteer to host an event. Please RSVP to Cynthia Yin & Jim Brady, 913-642-1769, by February 8. Come see what the Bradys have in their garage this year. (Directions: On the south side of town from I-435, exit at State Line Rd. and head north. Turn left onto 103<sup>rd</sup> St. At first stop light, turn right onto Lee Blvd. At bottom of hill, turn right onto 98<sup>th</sup> St. Take first left onto High Dr. and it is 4<sup>th</sup> house on the left. Triumphs can park in the driveway!)

## PAST EVENTS

### **ANNUAL DINNER**

Members enjoyed another good meal at the Rembrand Restaurant in the Northland. John Maas provided the entertainment in the form of Hot Wheels drag racing with part of his collection of toys. The election of officers for 2001-2002 was not quite as heated as the race. Congratulations and huge thanks to new officers: Richard and Ann Woody, Directors; Jeff Givens, Assistant Director, and Karen Lyman graciously returning as Secretary-Treasurer. Thank you to Laura and Jay Smith for making dinner arrangements and thanks to John and Nancy Maas for a great job of hosting the dinner and directing a fun two years of events.

### **PROGRESSIVE DINNER**

Appetites for conversation and great food and beautifully decorated houses were satisfied thanks to Karen and Doug Lyman, Margaret and Paul McBride and Dawna Adams-Davis and Gary Davis. The Bradys surprised everyone with Jim's raffle prize, a new Rhino edition Range Rover. (Yes, it is now sold, but you can see the accompanying videotape at the planning meeting.)

### **TRIUMPH ANNUAL ANTIQUE RUN 2000** by Diane Cotton

On Saturday, November 11, 2000 at 9AM, twenty-six Little British car lovers met at McDonald's in Platte City, MO to participate in the annual Triumph Club's antique run. Diane Cotton of St. Joseph, MO driving her 1978 MGB, not a Triumph but still a member of the KC TR Club, hosted the event.

We took the back roads out of Platte City, and arrived in the South end of St. Joe, entering the lovely Parkway system and winding through the city to the North End. We continued to our first antique mall, the Jesse James, on Highways 71 & 29. Diane presented a question and answer sheet that challenged all to find items in the various antique malls, and the winner to receive a prize. After about 1 hour at the Jesse James Antique Mall we continued our journey to the Hatfield's Antique Mall just off Frederick Avenue.

Hatfield's provided refreshments of cookies and beverages. The hunt continued for items on the question and answer sheet. A little mechanical problem erupted with the newly purchased 1955 MG Magnette, the car newlyweds Gerry & Tracy Cahill drove with the Cambins, Tommie and Rob, riding shot gun. It seems they had more oil on the inside floorboard than they did under the bonnet. I will not mention that Diane had the bonnet up on her B, as usual. Nor will I mention that it was not only the MG's with problems because a certain TR6 was left at McDonald's because it would not start. Anyway, we all supported the efforts of getting hoses fixed on the magnificent MG Magnette and were on our way to Penn Street Antique Mall with three stories of shopping.

Penn Street Antique Mall also has the Smokehouse BBQ, where we had lunch in the quaint bar and continued our search for antiques and the questions and answers for Diane's sheet in quest of the prize. Apparently everyone helped each other for the answers and the items. The final reward went to Randy Adkins who incidentally purchased one of the items everyone was searching for. Boy if that is not a way to keep everyone from finding the item. His prize, a lovely warm scarf with the British and American flag. Of course with two young'ens, Brooke and Brandon, Randy had to purchase another scarf so both young'ens could have one.

There were 12 vehicles on the rally. There would have been 13 cars if Kevin & Janet Smith did not leave their 1974 TR6 at McDonald's, and climb into Dawna and Gary Davis non-British vehicle. The rest of the gang traveled in some funny looking British cars. John and Nancy Maas a "Rooper Trooper"? Ann Woody, that sure did not look like a 1978 Spitfire. Jeff Given was in his TR3A; Randy, Ann, Brooke and Brandon Adkins in their 71' Triumph Stag; Jim and daughter Natalie Brady in his 73' Triumph Stag; Steve and Carol Olson in the 1980 TR8; Tim Cahill in his 79' MGB; Margaret & Paul McBride in their Mustang; Doug and Karen Lyman in their 69' TR4. Hope I did not leave anyone out.

# Production issues, timing hurt Triumph TR7

By BILL VANCE

The Triumph Cycle Co., of Coventry, Warwickshire, established in 1887, was known for bicycles, motorcycles and motorized three-wheelers long before it began building four-wheel cars in 1923.

It became the Triumph Motor Co. in 1930 and built a variety of sedans and sporty cars, including the Super Seven, Super Eight, Gloria and Dolomite.

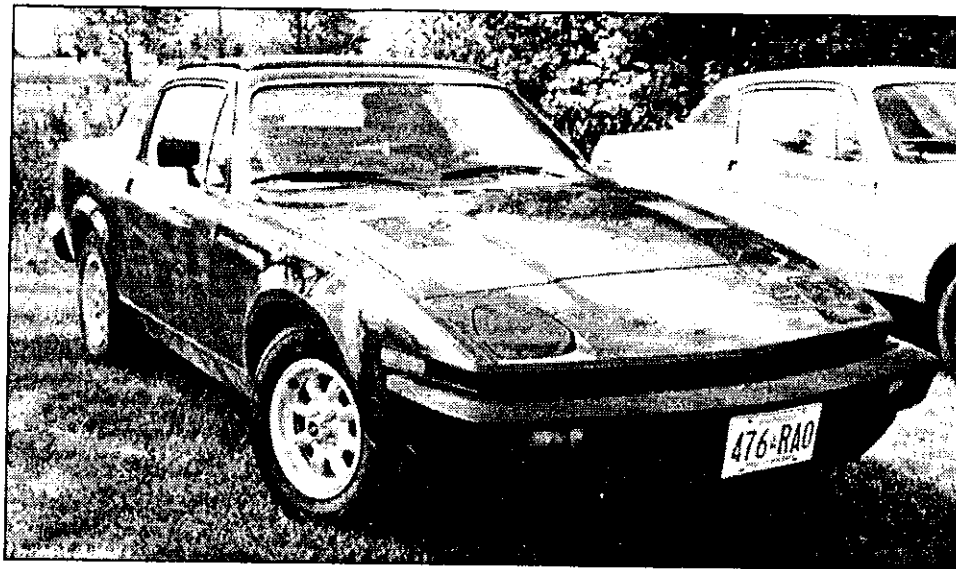
Its most daring venture was the complex 1934 Triumph Dolomite Straight Eight, powered by an inline-eight with double overhead cam shafts. It was a knock-off of the Italian Alfa Romeo 8C 2300, but due to financial constraints only three were built.

Triumph went into receivership during World War II, and in 1944 it was bought by the Standard Motor Co., becoming a subsidiary. After the war, Triumph cars, now Standard-based, came as 1800 (later Renown) and Mayflower sedans with razor-edge styling reminiscent of some 1930s luxury cars such as Rolls-Royces.

A rather baroque 1800/2000 Roadster with the world's last production rumble seat was also offered from 1946 to 1949.

Standard began exporting Triumphs to North America in 1948, with modest success. The car that really brought Triumph to North American attention was the 1954 TR2 sports car.

The performance of its twin-carburetor 2-liter — a modified Standard Vanguard four cylinder generating 90-horsepower — far



BILL VANCE FOR THE PLAIN DEALER

overshadowed that of the popular MG and approached that of the larger-engined Austin-Healey.

The Triumph TR series was very successful for the Standard Motor Co. It evolved into the TR3 and after some more changes over the years became the TR6 of the 1970s, now with a 2.5-liter, overhead-valve six. The TRs were all based on the original TR2 platform. By the TR6, the car had reached the limit of its development.

By 1975, after a series of acquisitions and mergers, Triumph was part of largely state-owned British Leyland Ltd., and former competitors MG and Triumph found themselves under the same corporate roof. To the chagrin of MG enthusiasts, BL management decided to concentrate on the Triumph sports car and allow MG development to languish.

Thus while the MGB soldiered on, an all-new Triumph TR7 arrived in 1975. And "all-new" it was. Whereas the TR6 was a body-on-frame roadster with four-wheel independent suspension, the TR7 was a unit-construction coupe with a solid rear axle.

It was powered not by a six, as was the TR6, which would continue for another year, but by a two-liter (1,998 cubic-centimeter) inline-four with single overhead cam. This engine also was fitted to the Triumph Dolomite sedan (post-war) and was

sold to Saab, which used it as the basis for its 99, 900 and 9000 engines. In the TR7, the engine was tilted 45 degrees to the left, allowing easy access to the two Strombergcarburetors.

Rack-and-pinion steering was used, and suspension was via MacPherson struts in front and a beam axle and coil springs at the rear. Brakes were disc front and drum rear.

The TR7's 90 horsepower would, according to the March 1975 issue of Road & Track, accelerate the 2,355-pound coupe to 60 mph in 11.3 seconds and achieve a top speed of 108 mph. This was not that much different than the TR6's performance and only marginally better than the original TR2's zero to 60 of 12.2 seconds, illustrating the stifling effect that emission controls were having on performance.

The TR7's styling, done by British Leyland, was decidedly wedge-shaped and not really very elegant. It looked short and wide and could have benefited from the magic of an Italian stylist such as Giorgetto Giugiaro, as demonstrated in what some would consider the more exquisite shapes of the Lotus Esprit and the Volkswagen Scirocco.

The TR7's production was a disjointed experience, reflecting the increasingly chaotic condition the British auto industry. It began in Liverpool but was moved to Coven-

In 1975, Road & Track magazine found the TR7 would go from zero to 60 mph in a somewhat leisurely 11.3 seconds.

try three years later, which resulted in part of a year's lost production.

Then in 1980 it was relocated yet again to the Rover plant in Solihull, west of Coventry.

The results of these production disruptions and periodic union militancy were somewhat indifferent quality control for the TR7, which negatively affected sales.

A TR7 convertible was introduced in 1979, by which time British Leyland was Jaguar Rover Triumph. The convertible seemed to show the TR7's lines to better advantage. But unhappily for the TR7, Britain's auto industry was fading on the world's stage and the Japanese were coming on strong with such outstanding sports cars as Datsun's Z-series and Mazda's RX-7.

In spite of several strikes against it, more than 112,000 TR7s had been built when production ceased in 1981. The TR7 was replaced by the short-lived TR8, a TR7 fitted with a GM-designed 3.5-liter aluminum V-8. The TR7 had been a good attempt at reviving Britain's waning sports car leadership, but it was too late.

Vance is a Canadian writer on automotive history. His book, "Reflections on Automotive History," is available from Eramosa Valley Publishing, P.O. Box 370, Rockwood, Ontario, Canada N0B 2K0. Softcover is \$18.50; hardcover, \$28.50. Add \$4 for shipping.

# Triumph-ant restoration proves addictive for Minnesota automobile mechanic

*The Foreign Restorable*  
By PATRICIA BUSWELL  
Motor New Media Corporation

On a warm, sunny day in northern Minnesota you will find Bruce Ranstad of Fergus Falls, Minn., driving around with the top down on his 1976 Triumph TR6 enjoying the sunshine and fresh air.

This is the fifth, and according to him, last Triumph Bruce will be restoring. He has been restoring and selling his projects for many years but has decided it is time to retire from auto repair.

Ranstad found this particular roadster in Daytona, Fla., owned by a gentleman who was planning to restore it. It had been sitting for a while with a seized engine and extensive rust — a challenge.

The TR has undergone a chassis up restoration due to the amount of rust and work that needed to be done. The bodywork was done entirely by Bruce, except for aftermarket fiberglass fenders, which were obtained from Moss Motors in Goleb, Calif.

The rest of the bodywork was done by first giving the body an acid bath to remove all paint down to bare metal. All rusted metal was removed and replaced with new metal by making a "form" of almost a screen mesh shaped to the missing metal, the layer by layer building up with a combination of melted lead, tin and aluminum until it was slightly higher than the existing metal. This was then sanded until smooth and even with the existing metal, primed then painted.

The engine, a 2498 cc six-cylinder in-line OHV (overhead valve) was restored and produces 104 hp at 4,500 rpm at factory specifications. The engine work was completed by BMC Classics, a business specializing in British engines. The only thing not stock on this car are the air filter covers which were replaced with a K&N air cleaner for better intake, and the spark



Photo courtesy of Motor News Media Corporation

**Bruce Ranstad's 1976 Triumph TR6 is not yet fully restored. Most of the engine updates are finished, but the interior work is still being completed.**

plug wires which were replaced with Bosch High Performance Silicone.

The interior carpet was replaced with new carpeting from Moss Motors, which comes in one piece and is pre-fitted for the car. The dashboard is walnut and was purchased through Victoria British of Lenexa, Kansas, and installed by Ranstad.

As of this writing, the TR6 has not been completely finished. The remaining upholstery work is being done at Carrie's Tarp and Awnings in Fergus Falls.

The Triumph TR6 was originally built by British Leyland, who owned almost the entire British car industry from 1968 to about 1982 producing the TR6 from 1969 until 1976. British Leyland came into being through an elaborate series of mergers, buyouts and combinations.

In 1952 Morris and Austin combined to form the British Motor Corporation, Ltd., a combine that accounted for about

two-fifths of Britain's motor vehicle production. Another British combine was formed around Leyland Motors, which had grown into the nation's largest manufacturer of commercial vehicles and became a power in the passenger-car field by acquiring Standard-Triumph and Sunbeam in the 1950s.

Jaguar Cars merged into the British Motor Corporation in 1966, and the resulting firm, British Motor Holdings (BMH), merged with the Leyland Motor Corporation in 1968, forming British Leyland Motors Corporation (later British Leyland Ltd. and, after 1978, BL Ltd.), which marketed Jaguars along with other British cars such as MG, Triumph and Austin. This organization continued in existence in England under various names including The Rover Group.

British automobile output was then largely controlled by four firms: British Leyland, Ford, Vauxhall, and Rootes, which came under Chrysler control in

1967. When British Leyland had financial difficulties in the early 1970s, it was taken over by the government. This move was intended to forestall possible U.S. domination of the British automobile industry.

Jaguar became a separate, independent company with the issue of shares in July 1984 but was acquired by Ford Motor Company in December 1989. These marquees, plus the numerous old BMC marquees, meant BL had about 12 different brands in their stable.

With 91,850 TR6s manufactured during eight years of production, more TR6s were produced than any prior TR model. The first prototype was built in September of 1968 and offered for sale in 1969. The last TR6 was built in July 1976. Approximately 86,249 found homes overseas with only 8,370 being sold in its native Britain.

Collectors looking for more information can go to the following website: <http://www.vtr.org/TR6/TR6-production.html>

Vol 23.2

2001 CALENDAR OF EVENTS

(Events in italics are official KC Triumph Club events.)

MONTH/DATE/LOCATION      POINT PERSON/PHONE

March 31 *Maas Madness trip to Kirksville*      **John & Nancy Maas**  
816-452-9097

April 21 *Spring tune-up at the Adkins*      **Randy & Ann Adkins**  
816-415-9584

21, 22 Jaguar trip to Hutchison, KS  
Cosmosphere      Bob Gilmore  
913-341-0674  
jagnutz@swbell.net

28 *High Noon Saloon/Ft Leavenworth/  
Frontier Museum tour/Antique shop visit*  
Jeff Givens  
913-727-9075

29 Hurst Swap Meet, 9:00 AM  
Hurst Imported Car Service      816-373-3100  
13208D E. 40 Hwy, Independence, MO

May 5 & 6 KC MG Club Annual Slim Run trip to Hannibal, MO

19 *Chanute Chute-Out*      **Jim Brady**  
913-642-1769

26 *Atchison Fly-in*      **Mike Robbins**  
816-562-2704

June 2 *Kansas Speedway – ARCA race*      **Jeff Givens**  
913-727-9075

\* Call 913-328-7223 or [www.kansasspeedway.com](http://www.kansasspeedway.com) NOW  
for General Admission Upper Level Tickets

8, 9, 10 *Maas Madness Rally*      **John & Nancy Maas**  
816-452-9097

30 *Liberty Cruise Night/  
Wabash BBQ*      **Richard & Ann Woody**  
816-628-4154

July 14 *Drive-in Movie Night*      **Kevin & Janet Smith**  
913-492-0825

21 or 28 *Southfork visit – Sedalia*  
*To help fix a Triumph in need*

**Woody Underwood**  
816-523-8356

August 22-25 VTR National Convention  
Breckenridge, CO  
Beaver Run Resort

**Richard Woody/  
Jeff Givens**  
816-628-4154  
For room reservations, call 800-525-2253, key word "Triumph" for  
group discount. For more info, [www.VTR2001.com](http://www.VTR2001.com),  
Harry Cornelius, 303-840-2504, or Kevin St. James, 719-548-8761

Sept 1,2 KC All British All British Car &  
Cycle Meet, KCI Marriott

**David Mackintosh**  
816-254-5614

15-16 *Arrow Rock Campout*

**Randy & Ann Adkins**  
816-415-9584

29 Topeka Club Winery Tour  
Eudora, Basehor, Tonganoxie

**Charlie & Melanie Hoch**  
785-478-3799

October 7 *Lawrence Car Show*

**Chip Kigar**  
913-894-8538

? *Chili Supper*

**Woody Underwood**  
816-523-8356

20-21 *Roaring River Road Trip*

**Karen & Doug Lyman**  
913-383-1006

\* Call Coleta 417-847-2330 in Cassville, MO NOW for room reservations

November 3 *St Joe Antique Run*

**Diane Cotton**  
816-232-6871

10 *Annual Dinner*  
*Ophelia's, Liberty, MO*

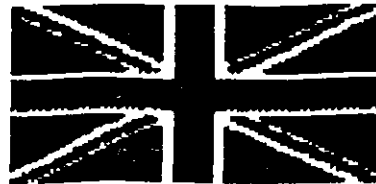
**Marilyn McBean**  
913-341-4124

December 1 *Progressive Dinner*

**Anita & Jeff Shaw**  
816-792-8397

\*\*\* Don't forget the *Monthly Club-Night Out,*  
*1st Thursday of every month, 6 p.m., Parkville!\*\*\**

MARCH/APRIL 2001 # 2



THE WIRE August 1993

WASHBURN SPORTS CLUB



# The Ten Best Tools of All Time

There are only ten things in this world you need to fix any car, any place, any time.

**F**orget the Snap-on Tools Stockton, California—when you need it.

Besides, there are only ten things in this world you need to fix any car, any place, any time.

**1) Duct tape:** Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world everything from Le Mans-winning Porsche's to Atlas rockets uses it by the yard. The only things that can get you out of more scrapes are two dimes and a phone booth.

**2) Vise-Grips:** Equally adept as a wrench, hammer, pliers, baling wire twister, breaker of frozen bolts, breaker-off of frozen bolts, and wiggle-it-, tilt-it-, falls-off tool. The heavy artillery of your toolbox, Vise-Grips are the only tool designed expressly to fix things screwed up beyond repair.

**3) Spray lubricants:** A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the *Andrea Doria* to be removed by hand. Strangely

enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.

**4) Margarine tubs with clear lids:** If you spend all your time under the hood looking for a freddie pin that caromed off the peddle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers.

**5) Big rock at the side of road:** Block up a tire. Smack corroded battery terminals. Found out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw

limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

**6) Plastic zip ties:** After twenty years of lashing down stray hoses and wires with old bread ties, some genius brought a slightly slicked-up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways: When buying used cars, subtract \$100 for each zip tie under the hood.

**7) Ridiculously large standard screwdriver with lifetime guarantee:** Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when welded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in

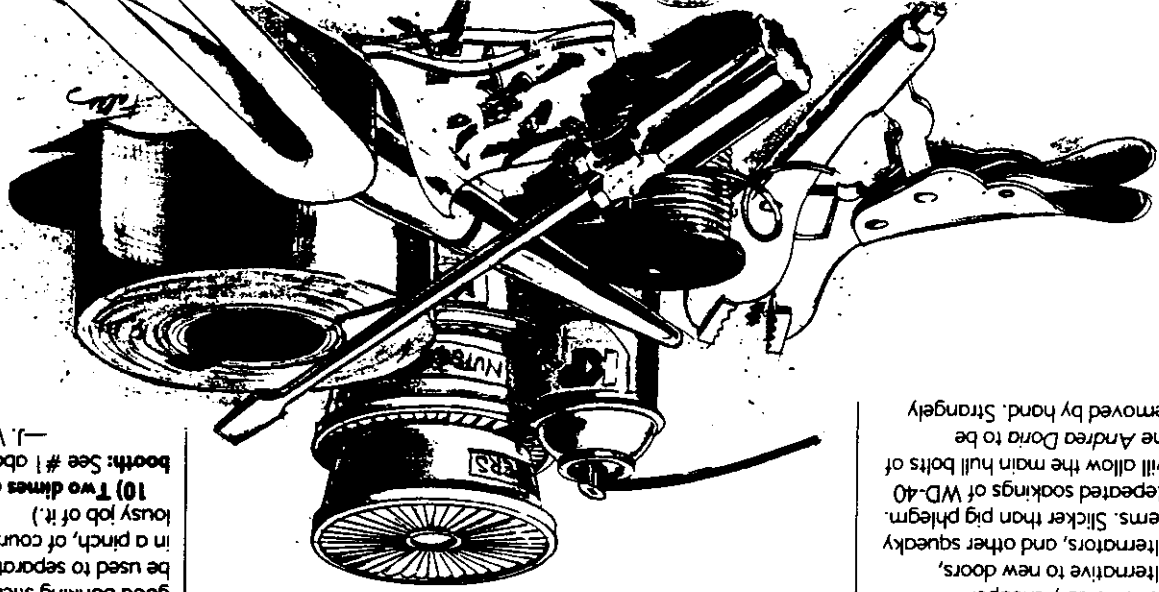
technically known as a tie-rod end separator, but how often do you separate tie-rod ends? Once every decade, if you're lucky. Other than medical combat, its real use is the all-purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)

**8) Baling wire:** Commonly known as MG muffer brackets, baling wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well you'll never replace it with the right thing again. Baling wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.

**9) Bonking stick:** This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod end separator, but how often do you separate tie-rod ends? Once every decade, if you're lucky. Other than medical combat, its real use is the all-purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)

**10) Two dimes and a phone booth:** See #1 above.

—J. William Lamm



### Some Hot Air (Tips) By Bud Rolofson

Not getting the heat you want in your TR4, TR4A, TR250, or TR6? Are you getting cold air through those dash air vents (the eyeball vents)? These Triumphs have a heater core that's about the same size of some American station wagons so the potential for heat is there. The trick is getting maximum airflow through that heater core and where you need it.

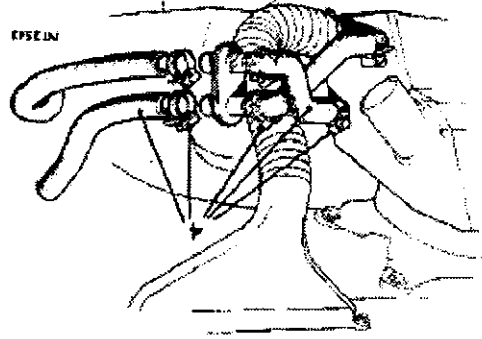
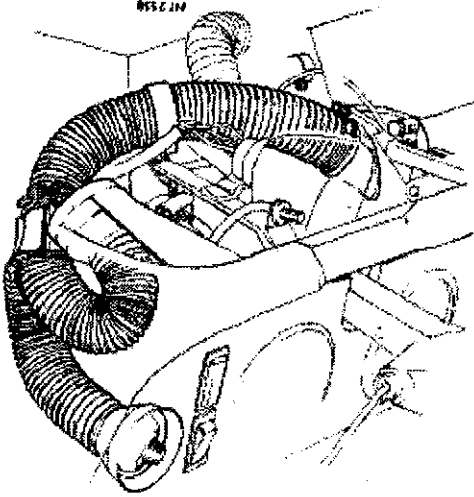
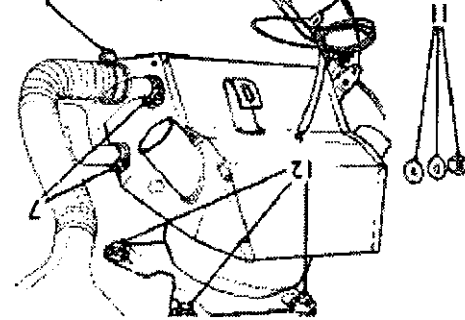
Here's a few tips to help keep you a little warmer when you're out driving the Triumph during one of our cool winter days or cool summer days for that matter.

Don't expect to get hot air through the air vents (eyeball vents) in the dash or the air vents that are under the dash because they are connected to the heater box "above" the heater core and it's not possible to heat the air before it comes flowing into your face or on your shins. This is especially true for you TR4 and TR4A people since your square dash vents don't even hook up to the heater box. These air vents were designed only for fresh air and not heated air. If you're trying to heat the interior or get heat to the defroster/demister vents twist all four of those air vent center knobs closed. Make sure all four are in working order otherwise you're going to always get nice fresh (freezing) outside air into the interior and less air through the heater core

Heated air can (or should) only come out two places, the defroster/demister vents or out the bottom of the heater box. This is true for all of the models mentioned above. Your air distribution knob on your dash lets you choose which one gets the heated air and if you have a delicate touch you can get a little going to both.

If you look at a picture of the heater box in a catalog or in a manual you'll get a better idea of what happens when you pull the air distribution knob and what that does to the flap controlling air flow through the heater box. The heater core in the heater box is mounted at an angle between where the black air hoses connect on both sides of the heater box (highest hoses are for the dash air vents and lowest hoses for the defroster/demister vents). With the air distribution knob pushed all the way in the flap stops airflow through the heater core (by sealing the heater box right below the heater core) and that's what you want in summer when you want unheated air coming through those dash air vents. With it pulled to the 1st "detent" position the flap moves to a position just below the lower black air hoses so air flows to the defroster/

demister vents after it's been heated up through the heater core. If the air distribution knob is pulled out to the 2nd position the flap opens up the bottom of the heater box and heated air flows out over the transmission tunnel and heats up your right leg until it can't take it any more.



Those with pre-72 cars should open the scuttle vent cover in the winter. It increases airflow and thus heat into your interior. Those with post-72 cars don't have a cover on the scuttle vent only a black plastic grille so it's open all the time...but I could be wrong about that too.

#### Mini Tips:

Try to get leaves and other debris off the heater core either by somehow vacuuming them up with a small flexible hose duct taped (Red Green would be proud) to your shop vac and gently pushed down through the scuttle vent. Or by blowing some compressed air up through the bottom of the heater box (back flush it) with the flap open and the scuttle vent open (or grille off). Two or three leaves on there can be blocking 25-30% of your heat flow...ask me how I know this.

\*The Red Green Show can be found on PBS. He's the Champion of auto repairs using duct tape.



## UPCOMING EVENTS

**Saturday, March 31, KIRKSVILLE ROAD RALLYE, 7:30 a.m.**

Enjoy travelling paved two lane roads that go up and down and round and round. We will tour beautiful country, shop, eat small town food, learn history, have awesome photo opportunities, stay at a beautiful theme hotel, and do other events too incredible to mention here. The trip will also include a strong possibility of wild partying in the streets until the wee hours of the morning. Meet at 7:30 a.m. for the driver's meeting at Conoco Gas Station at the intersection of HWY 210 and HWY 291, South of Liberty, MO. Arrive earlier to get the stomachs and cars filled up. We leave at 8:10 a.m..

What do you need to bring? Maps, clipboard, pencils, calculator, rubber bands, full tank of fuel, camera, cold beverages, tools, spare parts, money, shopping wear, jackets, bag or lawn chairs, a working cassette player you can hear in your car (not a must have but it would be fun!), a wild-adventurous-ready to get out and drive attitude, and anything else that you might think that you would need. OPTIONAL: driving gloves to prevent blisters. The Sunday morning drive which is about 90 minutes and has no straight stretches longer than 3.9 seconds....so.... Dramamine may be nice to have. (Nancy will have hers!)

Your super-nice room will cost about \$65 and include breakfast.

Please contact the Point People, John and Nancy Maas, at 816-452-9097 or [jomaas@mwis.net](mailto:jomaas@mwis.net) for the hotel number and address.

**Thursday, April 5, MONTHLY CLUB NIGHT OUT, 6 p.m.**

Meet for dinner at the Power Plant Restaurant & Brewery, Two Main St., Parkville MO, 816-746-5051. It is the building with the smokestack in the middle of downtown Parkville. From I-635 you can head west on Hwy 9. Just after Park College, go straight into downtown instead of following Hwy 9 that curves to the right. Take a left onto Main St. at the stop sign. The power plant is on the right. You can park in the lot on the south side of the railroad tracks. Alternatively, you can take Hwy 45 East from I-435. Then turn right (south) onto 9 Hwy and after the stop light at Riss Lake take the right fork onto Main St. Over 25 members attended our first dinner there on March 1 and the food and beverages were good. (Our apologies to those who didn't get notified—if you would like to be added to the list of those contacted with last minute club events/changes, please call the Woodys or e-mail Cynthia Yin, [yincynthia@hotmail.com](mailto:yincynthia@hotmail.com).) We will meet there every first Thursday of each month the rest of the summer. Point Persons: Richard & Ann Woody, 816-628-4154, [Sailor56@peoplepc.com](mailto:Sailor56@peoplepc.com).

**Saturday, April 21, SPRING TUNE-UP, 9 a.m. to 3 p.m.**

Get your Triumphs ready for the summer! Bring your parts and tools or cleaning supplies and towels and join us in the Adkins deluxe garage and driveway for a group work session. Also bring your own beverages, snacks and money. We will order pizza for lunch. Kids are

Those of us on the board really appreciated your positive comments and participation in the February planning meeting. The fact that so many new members participated and volunteered to be point people was especially heartening. Again, I would like to thank Jim and Cynthia for their hospitality and tour de garage.

The run to Kirksville will be our first event. John and Nancy have a great route planned, a really nice hotel, and something to do Saturday night that, lets just say for now, is different for us. It's guaranteed to add a bounce to your step.

Zoom, Zoom, Zoom, *Richard and Ann*

## EDITOR'S NOTES

Some of you may think I jumped off my roof to get out of the Newsletter Editor job but thanks to Ms. Yin it actually got easier. Thanks Cynthia! Now I just get to send "write or die" e-mails to people and Cynthia does most of the work. (Take care of that lady, Jim) But I still get my soapbox.

About Dale Earnhardt: The man was a racer and the best rarely die in bed. So how does that relate to the Triumph Club? Some of us cook pretty good out there in the boondocks and we're driving some of the least safe cars ever built. Skinny tires, poor (or none) restraint systems, mostly roadsters, things that are just old (and maybe rusted) etc. So what to do? REMEMBER WHAT YOU'RE DRIVING. I love the way the Redlines look on my 6, but they're not the sticky 240/50ZFR/16s on my BMW and I always go into a turn while driving the six thinking about that a lot. Roll bars, we'd probably be real smart folk to have one. As for seat belts, 4 point harnesses or better. And you people going to the Chute-out, wear a helmet, buckle up and be careful.... Dale showed us how easy it is to kill yourself.

*Woody*

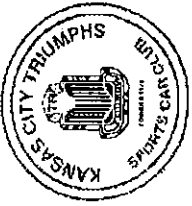
## PUBLISHER'S NOTES

Reminder to all point persons--please send detailed information regarding your event (**what, address/place, directions on how to get there, date and time, your name, address, phone and e-mail address**) to Woody Underwood. Preferred format is an e-mail or Microsoft Word attachment to [Woody.Underwood@kcpt.org](mailto:Woody.Underwood@kcpt.org). Alternatively, mail your info to him at 1218 W. 61<sup>st</sup> St., KCMO 64113. Also mail your information to Gary Davis, 20904 Whispering Dr., Lenexa, KS 66220, for inclusion in the *Fun on Wheels* section of *The Kansas Star*. Deadline for submissions for the next newsletter (May and June events) is April 15.

Please feel free to contribute any articles, original or otherwise, for inclusion in the newsletter as space permits. Thanks to Mike Robbins and Charlie Hoch for their recent contributions.

*Cynthia*





## KANSAS CITY TRIUMPHS SPORTS CAR CLUB

23 Volume ~~1997~~, Number 2  
March/April 2001

### CLUB OFFICERS

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### DIRECTOR'S NOTE

It's Saturday afternoon and the rain is falling. We are feeling very winter weary. We are hoping that spring comes soon. We can't wait to get out and dig in the dirt and plant something. Ann can hardly wait for the day her kids can get outside for recess and play again. The Royals are in spring training so spring has to be coming soon. And those of us who proudly own a Triumph are ever so anxious to go out on a sun shiny day and go roaring down a crooked country road with the wind blowing against our faces. I can smell that country air. Or is that oil burning?

Richard must have confidence that spring will soon be here. He has been working on the TR-8 every evening and weekend. We actually took it out for a drive. It sure sounds better than when he first brought it home last July. It has power.

Many of this year's events require reservations or the purchasing of tickets in advance, so if you are like Ann and I and put things off 'til Friday to make plans or Saturday, you may find that there is no more room at the inn or tickets are sold out. We suggest you take an evening, look at the schedule, get out your card, and CHARGE.

welcome. Point People: Randy & Ann Adkins, 816-415-9584.

### **Saturday, April 28, LEAVENWORTH DRIVE, 9 a.m.**

Meet at the Farmers Market in downtown Parkville (just southeast of the parking lot for the Power Plant Brewery, see monthly meeting directions). From Parkville we will do a short road run on some interesting little roads that Jeff has found. Along the way we will get a driving tour of Fort Leavenworth, Kansas, and will walk through the frontier Army museum on the post. From there we will head to the High Noon Saloon for lunch, perhaps a game of pool and darts, departing the area around 1:30 PM. There are also a few antique malls in downtown Leavenworth for those who are so inclined. Point Person: Jeff Givens, 913-727-9075, [Givensj@vnrworth.com](mailto:Givensj@vnrworth.com).

### **Thursday, May, 3, MONTHLY CLUB NIGHT OUT, 6 p.m.**

### **Saturday, June 2, KANSAS SPEEDWAY—ARCA RACE**

If you plan on attending the race, please buy your race tickets NOW by logging on to [www.kansaspeedway.com](http://www.kansaspeedway.com) or calling 913-328-7223 and request General Admission Upper Level tickets (\$25). A meeting place will be chosen later so that we can try to sit together. Point person: Jeff Givens, 913-727-9075, [Givensj@vnrworth.com](mailto:Givensj@vnrworth.com).

### **Friday-Sunday, June 8-10, MAAS MADNESS RALLY**

The Maas' are expanding their annual rally to two nights this year so that we can go a little farther. The destination is always secret, but sure to please. We will leave KC Friday after work and return Sunday afternoon with time to mow the lawn. Mark your calendars new and look for more information including the TR-8 burn out challenge in the future as they are working on plans now.. Point Persons: John & Nancy Maas, 816-452-9097, [jomaas@mwis.net](mailto:jomaas@mwis.net).

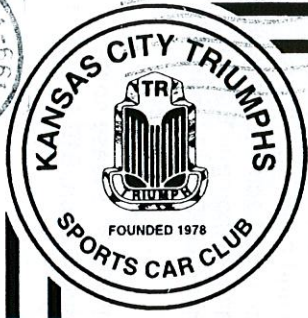
### **Saturday, October 20, AUTUMN ROAD TRIP--ROARING RIVER**

On Saturday October 20, we will take a road trip to southern Missouri. If you plan to go you need to make reservations NOW with Roaring River State Park Lodge. Call Coleta at 417-847-2330. Rooms will fill up quickly. Rates are \$79 to \$93.50. Cabins and camping are also available. The Lyman's plan a nice drive with lunch and activities, checking into the lodge in the afternoon. Fishing, hiking and shopping in Eureka Springs are possible activities. Point persons: Karen & Doug Lyman, 913-383-1006, [klyman@swbell.net](mailto:klyman@swbell.net).

**WANTED:** White side curtains for a 1959 or 1960 TR3. Please contact Todd Sieleman, [tsieleman@webtv.net](mailto:tsieleman@webtv.net) or call Diane Cotton, 816-232-6871.

KANSAS CITY 641-1961  
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KANSAS CITY 641-1961  
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2001



9828 Sagamore Road  
Leawood, KS 66206



PAULMcBRIDE  
22714 W 51ST ST  
SHAWNEEKKS66226



R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR7  
R8 Spitfire TR3A TR3B  
R4 TR4A TR5  
R6 Stag TR7  
R5 TR250  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3

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

**UPCOMING EVENTS**

(official Triumph Club events in bold)

**Thursday, May, 3, MONTHLY CLUB NIGHT OUT, 6 p.m.**

Drive with the top down to the Power Plant Brewery in Parkville!  
(Two Main St., 816-746-5051) Point Person: Richard Woody

**Saturday & Sunday, May 5 & 6, KCMGC SLIM RUN**

You're invited to join the MG Club on a drive to Hannibal. Meet at the McDonald's, 1 block east of 291 Hwy on 24 Hwy in KCMO after 7AM for breakfast. The drive leaves at 9AM eventually arriving in Hannibal around 5PM. Call Hotel Clemens, 573-248-1150, for reservations. For information, call the MG Club, 816-224-9056.

**Saturday, May 6, LOUISBURG CAR SHOW, 11AM to 3PM**

The Louisburg Lions Club is sponsoring a car, truck and motorcycle show with prizes and raffles. It is on Broadway in Louisburg. Registration fee is \$4. Raintdate is May 13. For information, call Neil at 913-837-2125.

**Saturday & Sunday, May 19 & 20, CHANUTE CHUTE-OUT**

The opportunity to blow the spider webs out of the engine is always an exciting time. A caravan will leave from McDonald's at I-35 & 1697 Hwy in Olathe on Friday, May 19th at 6 PM. No hotel information available as of press time. Please contact Jim Brady, 913-642-1769 or jimbrady@sprintmail.com, if you're planning on driving down.

**Saturday & Sunday, May 19 & 20, MID-MISSOURI ALL BRITISH CAR MEET, Fulton, Missouri**

The Mid-Missouri British sports Car Club is sponsoring a car show in downtown Fulton with prizes and trophies. For information, contact Ray Taylor, work 572-642-3501 or home 573-642-2495, tayco@midamerica.net.

**Saturday, May 26, ATCHISON FLY-IN, 9:30AM**

If you like old airplanes, this is a major national event. Meet at the McDonald's in Platte City off I-29 at 9:30AM. Off to Atchison at 10:00. lunch stop at River House Restaurant around 11:30 then on to Amelia Earhart Field for the airshow. Point Person: Michael Robins 816-279-2383

**Saturday, May 26, KONZA PRAIRIE**

Pat Fischer invite us to join the Lawrence All-British Car Club on a day-long trip to see the magnificent Flint Hills. They will leave from the J.C. Penney's, 3300 S. Iowa St., Lawrence, KS, at 8:45 a.m. and drive west along highways 56 and 99. All roads are paved except 1/4-mile of white rock

to the Konza parking lot. (There is little traffic there so you can go slowly. Slightly dusty, but fine otherwise.)

For the adventuresom, a 3- to 5-mile hike will take you over Konza hills for amazing views and wildflowers. If you don't want to hike, a short half-mile walk will bring you to a grove of oaks for relaxing and watching the wildlife.

**Bring your hiking shoes** (for those hiking), sunscreen, hat, water, (a backpack works well for water and camera), and portable chair (for non-hikers). No pets allowed on the trails and no water or restroom available at the trail or parking area. RSVP by May 19 to Pat Fischer, 913-897-9543 or pfischer@unicom.net. Raintdate: If the weather is iffy, call to verify whether the trip is on. There will be a message on the answering machine saying whether or not there is a cancellation.

**Saturday, June 2, KANSAS SPEEDWAY—ARCA RACE**

It may be sold out but you can try buying tickets by logging on to www.kansasspeedway.com or calling 913-328-7223 and request General Admission Upper Level tickets (\$25). Jeff has not been able to find out the race starting time yet, but the plan is to meet at Parkville Farmer's Market parking lot and drive together to the racetrack early. We will tailgate in the parking lot. If you plan to go, contact Jeff Givens, Givensj@vsnwv.com or 913-727-9075.

**Thursday, June 7, MONTHLY CLUB NIGHT OUT, 6PM**

See you at the Parkville Power Plant Brewery!

**Friday-Sunday, June 8-10, MAAS MADNESS RALLY**

You're sure to have a great time on this annual mystery drive. Call John & Nancy now to make your reservations for this 2 night tour and get details on meeting time and place. We'll leave Friday evening and be back in time to mow the lawn on Sunday afternoon. Point Persons: John & Nancy Maas, 816-452-9097.

**Saturday, June 30, LIBERTY CRUISE NIGHT/BBQ, 5PM**

Meet in front of Sutherland Lumber, 901 S. 291 Hwy, just south of 152 Hwy, at 5PM. We will display our cars in the parking lot at the Liberty Cruise Night and look at the other cars, then leave promptly at 6:15PM for the Wabash BBQ (816-630-7700) in Excelsior Springs. There we will enjoy ribs and blues in the night air. Point Persons: Richard and Ann Woody, 816-628-4154, Sailor56@peoplepc.com.

**Thursday, July 5, MONTHLY CLUB NIGHT OUT, 6PM**

It's Power Plant Brewery time!

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### Saturday, July 21, LONDON TO BRIGHTON RUN

The Indiana British Car Union hosts a fun driving event with no timed stages from London, Indiana (near Indianapolis) to Cincinnati, Ohio, area. A banquet and awards end the day. On Sunday, you can attend the British car and motorcycle show in Cincinnati. For information on hotels and details, contact Tom Beaver, 1580 E. 101<sup>st</sup> St., Indianapolis, IN 46280 or Don Haynam, 317-887-3867, [mgdr@quiknet.net](mailto:mgdr@quiknet.net).

### September 21-23, INDY BRITISH MOTOR DAYS

The Indiana British Car Union hosts their annual car and motorcycle show at the Indianapolis Raceway Park. Featured marquee this year is British cars of the 1950s. Additional activities include tech sessions, fun rally, awards banquet, awards for the best dressed (1950's theme) and sock hop. Contact the people in the above notice for details.

### PAST EVENTS

#### **MARCH & APRIL CLUB NIGHT OUT**

Over 15 members enjoyed good food and conversation. Three Triumphs made it to the parking lot in April. Looking forward to seeing more out there in May!

#### **SPRING TUNE-UP**

Several Triumph members showed up during the day to work on their Triumphs and other British vehicles. Jim and Randy battled the "Prince of Darkness" (electrical system) on Ann's Stag, while Guthrie Carroll's TR-3 (formerly Tony Nixon's car) was being uncooperative. Many thanks to the Adkins for their generous hospitality!

#### **LEAVENWORTH DRIVE**

Fourteen British cars participated in the scenic spring drive to Leavenworth. Jeff Givens provided interesting background on the Fort and the Penitentiary. Lunch was enjoyed at the High Noon Saloon and a few members even got in some antique shopping afterwards. Our appreciation goes to Jeff for arranging a wonderful drive!

**FOR SALE:** 2 Triumph spitfires, both with hardtops, 2 sets very good 155R13 tires, good frames and bodies—you restore. Great Father-Son, Mother-Daughter, etc. project.

Austin America - automatic - all there (except carb) - restoration project. 1 Full-size pick-up tool box - steel.

1 Small pick-up tool box - plastic.

4 - 175/70R13 Michelin X tires 60+% tread.

4 - 16551213 Sentry tires 90+% tread.

Contact Dick Klein, 913-268-4249 or 913-302-8330 mobile.

### DIRECTOR'S NOTE

Wow! It happened. Spring has arrived. It's our time of the year. For the next six or seven months it will be the time of the Triumphs. Just as I was thinking about safety in our Triumphs, I opened the last newsletter and there was Woody's safety article. If you haven't read it yet, please do. It really gives us all something to think about. Thanks, Woody.

Unfortunately, spring didn't arrive soon enough for the Maas's run to Kirksville in March. The trip was canceled because of lack of participation. The weather wasn't real great either. Hopefully, we'll save the trip for another time. It's a great route that is fun to drive as well as being very picturesque. That is a combination that can't be beat for a Triumph enthusiast.

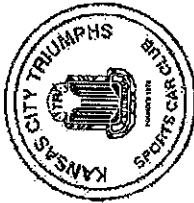
The club night-out events that take place the first Thursday of each month have been a lot of fun. Attendance has been good. Hope to see you there on May 3rd. Now that we have this eating thing down, it is time to work on our cars and do some driving. Hopefully, there will be more driving than fixing. By the time this newsletter goes out we will have had the opportunity to do the tuning and fixing at Randy's. We will also have had our first driving event to the High Noon Saloon in Leavenworth. More eating and drinking. Mmmmmmm, seems to be a theme here. See you in your Triumph!

Zoom, zoom, zoom, *Richard and Ann*

### EDITOR'S NOTES

Thanks again to Cynthia for getting the Newsletter together. Guess I should call this piece "Getting the TR-6 and Woody Inspected", always a bit of fun. Of course, everything mechanical and electrical worked perfectly the night before we were off to Terry's Westport Service for the MVI (Not on my list of top ten mechanics, but he takes reservations and you don't have to leave your car all day). Naturally, it rained that morning on the sparkling clean 6, but Terry managed to find reverse gear after only a few grinds and squeezed it onto the lift. Everything was going great, even though the VIN number did (quote) "seem a little short", until we tried the turn signals.....no blink on left front. Rejected! And dejected, as this was the first time I'd driven it since my accident last summer and I wasn't exactly comfortable with it again. So, what to do? Take it to Craig's for a quick fix, 5 minutes away and he owes me a few, right? Wrong. Mr Vaughn is up to his \*\*\*\* in Japanese transmission grease and has no desire whatsoever to go fix a turn signal for someone who didn't even bring beer. So I go home, HAVE a beer, have a little talk with my hand and get my tools. Two screws and the lens is off, emery cloth all the contacts, spray liberally with WD-40, wiggle all the wiring, put it all back together and it works, as expected. Back to Terry's for my sticker. The Brown Six is back on the road again and maybe Woody is a little closer too.

*Woody*



**KANSAS CITY TRIUMPHS  
SPORTS CAR CLUB**

27 Volume ~~XXX~~, Number 3  
May/June 2001

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Technical Advisor/Publicist: Gary Davis, 913-441-2733

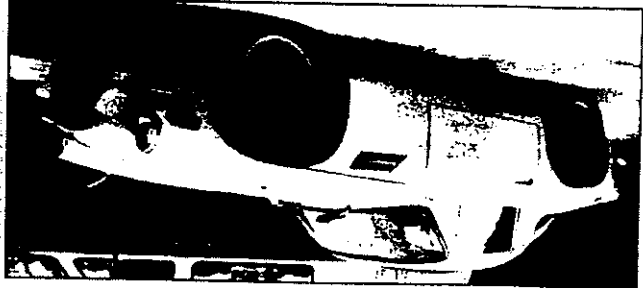
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9828 Sagamore, Leawood, KS 66206  
klyman@swbell.net

**TVR 2500M  
1972-1977**



**HISTORY**

The successor to the Tuscan, with slightly crisper lines, but still the 'non-opening hatchback' style. A strictly two-seater fiberglass sports car, pure and simple, powered by the Triumph TR6 2.5-litre six and its 4-speed gearbox, and featuring central backbone chassis, rack-and-pinion steering, front disc brakes, double-wishbone suspension, and alloy wheels. When the TR6 was discontinued, engine supply dried up and the 3-litre Ford 'Essex' V6 motor was used, creating the 3000M, for which sales continued to '79. The restyled and updated (with opening hatch) Taimar succeeded the 2500M/3000M.

**SPECIFICATIONS**

Engine: 2498cc OHV six, 106 bhp.  
Transmission: 4-speed manual  
Wheelbase: 90 in. Length: 154 in. Weight: 2,300 lbs.

**BAD POINTS**

Very cramped interior, almost useless luggage area behind seats.  
Build quality often very sloppy.

**GOOD POINTS**

Excellent performance and handling. Fiberglass body doesn't rust, and is easily repaired. Uses many parts from more common British marques, keeping running costs low.

**VALUE GUIDE**

Condition	#5	#4	#3	#2	#1
Value	\$2,300	\$4,800	\$8,000	\$9,800	\$12,500

**INVESTMENT GUIDE**

A relatively rare car in the U.S., keeping demand low. Most are in #4 to #2 range, so be careful not to pay #1 price for a car less than superb. Simple, plentiful mechanicals make it practical to drive regularly, so it can be viewed as a cheap alternative to a Lotus Elan. Prices are not likely to increase beyond inflation. Buy to enjoy, not for profit.

**KEY TO CONDITION:** #1 - Completely restored to as-new condition, show quality, award winning standards. #2 - Excellent older restoration or part restoration/part superb original. #3 - Good older restoration that shows wear, or excellent original unrestored. #4 - Fair example, complete and drivable, needs restoration. #5 - Poor example, complete or mostly complete, requiring complete restoration and repairs to be drivable.

**Kansas City Triumphs  
Sports Car Club**

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

PAULM<sup>c</sup>BRIDE  
22714 W 51ST ST  
SHAWNEEK KS 66226

9828 Sagamore Road  
Leawood, KS 66206



Vol. 23 #4

July/AUGUST 2001 #4

**PAST EVENTS**

**ATCHISON FLY-IN**

Michael Robins

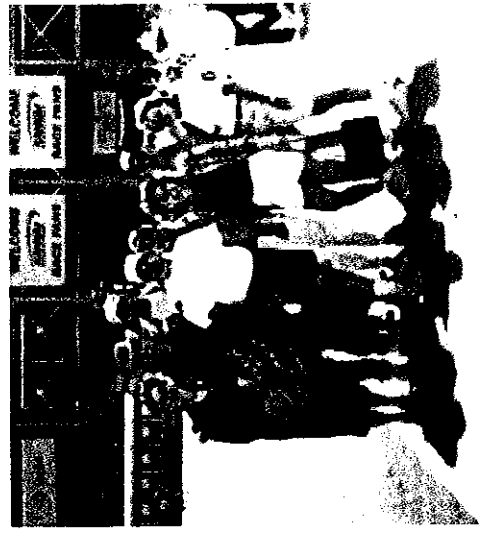
On a bright and breezy Saturday eight British cars traveled from Platte City to Atchison for a day of shopping, dining and a visit to the famous Fly-in at Amelia Earhart Field. Three more cars joined the group in Atchison and a total of seventeen people enjoyed lunch at the River House restaurant. Then it was off to the field where we were treated to quite a spectacle involving very small aircraft landing and taking off in quite a stout crosswind. After the air show many of the group headed downtown to the arts festival. Everyone appeared to have an enjoyable time and a special thank you to the Woody's for being tail car and keeping things organized.

**ARCA RACE**

Richard and Ann Woody

Ten Triumph owners and one MG driver made the trip to the Kansas Speedway to view an exciting day of racing. We started with a tailgate picnic in the parking lot. The parking lot was a bit primitive and a little squishy thanks to all the rain we had the day before. We chose to ignore the mud. We put our lawn chairs in the driest places we could find and proceeded with our picnic. Karen Lyman surprised us with several nice salads and other amenities that made our tailgate party complete.

The track facilities are very nice. The opening show was worth the admission price alone. We saw fly over by a B1 bomber and many other war planes followed. Fireworks went off after the national anthem and parachutists delivered the race flags. It was just like the big races on TV. It was exciting to be a part of such an historical event.



Triumph members at the Kansas Speedway. (courtesy of Diane Cotton)

**August 22-25, VTR 2001, Breckenridge, CO**

If you'd like to join others going to the National Meet, call Gary Davis, 913-441-2733. It's always a fun time!

**Friday-Sunday, August 31, September 1 & 2, KANSAS CITY ALL-BRITISH CAR & CYCLE MEET**

See the Kansas City Star for details regarding this year's meet at the KCI Marriott or contact our All-British representative, David Mackintosh, 816-254-5614. Look for the Triumph Club banner and tent.

**We will NOT meet for club night out on Thursday, September 6.**

**Saturday, October 20, ROARING RIVER RIDE**

We'll meet at the Overland Park Doubletree Hotel Parking lot at I-435 and 69 Hwy at 8:30 a.m. If you wish to stay at the Roaring River Inn, you must make reservations early, (417) 847-2330. There are also cabins and camp-sites available. There will be some fun roads on our way, hiking and trout fishing at Roaring River, then Sunday brunch at the historic Crescent Hotel in Eureka Springs. Point people: Karen & Doug Lyman, (913) 383-1006.

**Saturday, November 10, ANNUAL DINNER. 6 p.m.**

Plan now for our annual dinner at Ophelia's on the historic square in Independence, MO. On the menu are Petite Filet with Wild Mushroom Ragout paired with Seared Salmon in a Lemon Buerre Blanc, Salad, Dessert, and Coffee, or Tea. Cost is not finalized yet, but expected to be about \$33 each, including tip and bartender

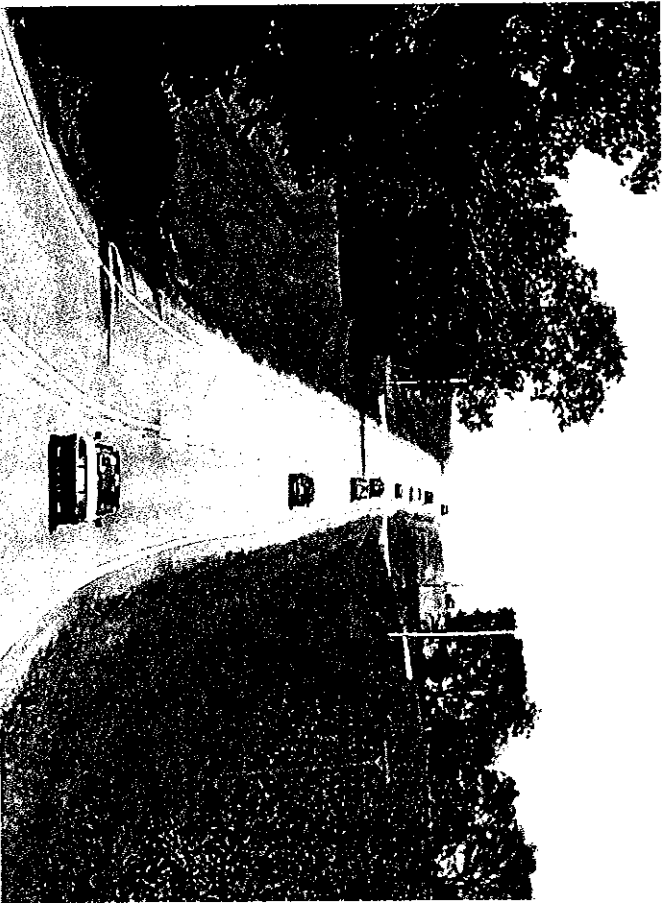
Dining at Ophelia's is a marvelous experience! Bob and Marilyn attended a group dinner there last February with the Mercedes club - the food was great and elegantly presented. They plan to have a dedicated bartender for three hours and also plan to have some activities to go along with dinner (They are open to your suggestions on games, so please call them at 913-341-4124). We will see you there! Point persons: Bob and Marilyn McBean

**LIBERTY CRUISE NIGHT/WABASH BBQ** Cynthia Yin Over 25 TR and MG club members and their British autos gathered to view the hot rods in Liberty, then took a scenic drive to Excelsior Springs. Over ribs and drinks, we caught up with old friends and met new ones. We look forward to more MG members joining us in future events!

**MAAS MADNESS ROAD RALLYE**

John Maas

The 6th Maas Madness was a big success with 10 cars in attendance. Only one was a Triumph with Pat Fischer and Roger Elliott in his Spitfire. It ran hard and fast. We saw a great movie at the 66 Drive In theater. Saturday had great weather as we roared across Missouri on Route 66 shopping, eating great ribs in Springfield and looking for live turtles along the side of the road. We spent the evening at Meritmac Caverns in Stanton. The caverns are a great place to visit but must be a tough place to work. We were the last tour of the day and the work rule is everyone must stay until we were ready to leave. What a deal. Sunday found us trying to get from Herman to Jefferson City. The group who took the wild winding southern route were rewarded with meeting a State Patrol trooper having a long chat with 6 or 8 guys on motorcycles. The group taking the more sedate but scenic northern route found three washed out bridges. Not just closed but washed out!



On the road (Roger Elliott's Spitfire in foreground).

1989 GMC Jimmy: See above.  
So you're probably asking yourselves, what does this have to do with Triumphs? Most of you know I have a 1976 TR-6 which was built by British-Leyland, a company controlled by General Motors in the 70s. Am I concerned? Not at all, I think of the rust as a sort of patina on something I cherish.

Woody

**UPCOMING EVENTS**

**Thursday, July 5, MONTHLY CLUB NIGHT OUT, 6 p.m.**

We will convene at the Farmers' Market parking lot in downtown Parkville and decide where to eat. We will leave a note on one of the Triumphs for you latecomers. Point Person: Richard Woody

**Saturday, July 14, CROWN CENTER CAR SHOW, 9 a.m.**

Meet for a car show featuring imported cars. Crown Center will pay the club \$250 to be there. This will also give us some exposure and good PR. We need at least five cars so please plan to be there. Please RSVP now to Jeff Givens, 913-727-9075.

**Saturday, July 21, TRIP TO SEDALIA ("SOUTHFORK"), 9 a.m.**

**THE MISSION:** Get my friend Kristy Fishers' 1976 TR-6 running after sitting 10+ years in a barn. This one has 13,000 miles on the clock and she's the original owner. **THE PLAN:** Meet at my house 9:00AM, then off to Sedalia (about a 2 hour trip, NO gravel) and Kristy's ranch. Bring a picnic lunch and Ms. Fisher will provide pop, beer etc. **THE DETAILS:** I'll need at least a couple of good mechanics w/tools and some experience with this sort of thing. Please RSVP to me via voice or e-mail, Woody Underwood, 816.523.8356, Woody\_underwood@kcpt.org

**Saturday, July 21, DRIVE-IN BURGERS & MOVIE, 7 p.m.**

After the Sedalia journey meet at Backyard Burgers, 5959 Bartley (just south of Johnson Dr. between Metcalf and Lamar), Mission, KS, 913-262-1299. After dinner we will caravan to the Boulevard Drive-In where the scheduled movie is "American Sweetheart" with Julia Roberts. Point Persons: Janet and Kevin Smith, 913-492-0825.

**Thursday, August 2, CLUB NIGHT OUT, 6 p.m.**

See July 5 details.



## EDITOR'S NOTES

Well, I just dropped another \$500 on my 89' Jimmy (That brings me up to about two grand this year). So on this gray, rainy Tuesday I started to reflect on all the GM cars I've owned and it ain't pretty. In context, please keep in mind that my Dad worked for the General all his life, so I must have inherited some kind of bad gene. And my first car was.....  
1953 Chevrolet 210 Coupe: Inherited from my Mom. Terrible rust of course, but tons of Bondo, \$29 worth of paint and a severe front end rake made it presentable. Ongoing transmission and valve problems made it expendable. So I got a.....

1957 Chevrolet Bel Aire 2 Door Hardtop: Bronze w/cream top and white interior. The absolute car for 1963 and it was a perfect one. No problems ever. But, it had a V8 and my Mother was convinced I would kill myself in it. Too fast for an eighteen year old kid you know! So I came home from college one weekend to find this in the garage.....

1962 Corvair Monza: Ralph was right, these things were doomed. It got almost destroyed in a hailstorm, the brakes failed and we gobbled up about 200 feet of barbed wire fence, broke fan belts with any power shift, leaked a couple of quarts a week etc. etc. etc. Then I rolled it, seven times around and this almost did kill me. But I survived and ended up with a brand new.....

1966 Chevrolet Impala Two Door Hardtop: White w/blue insides. It started rusting the day I got it, had ongoing automatic tranny problems and you name it, it broke. By now I was out on my own and lusted for the car of my dreams, so I gave the Impala to my Mom and bought, of course a..... 1966 Corvette Roadster: Yellow with black top and interior. Ahhh, heaven. It even grabbed my first wife. But, just like the first marriage things soon started to go sour. Insurance, broken timing chains, clutches, mufflers, tires, electrical fires, something we now know as bad build quality and the ever vigilant Independence Police Department. So, with an energy crisis looming, my hair growing and a newly emerging awareness of the environment I ordered a new.....

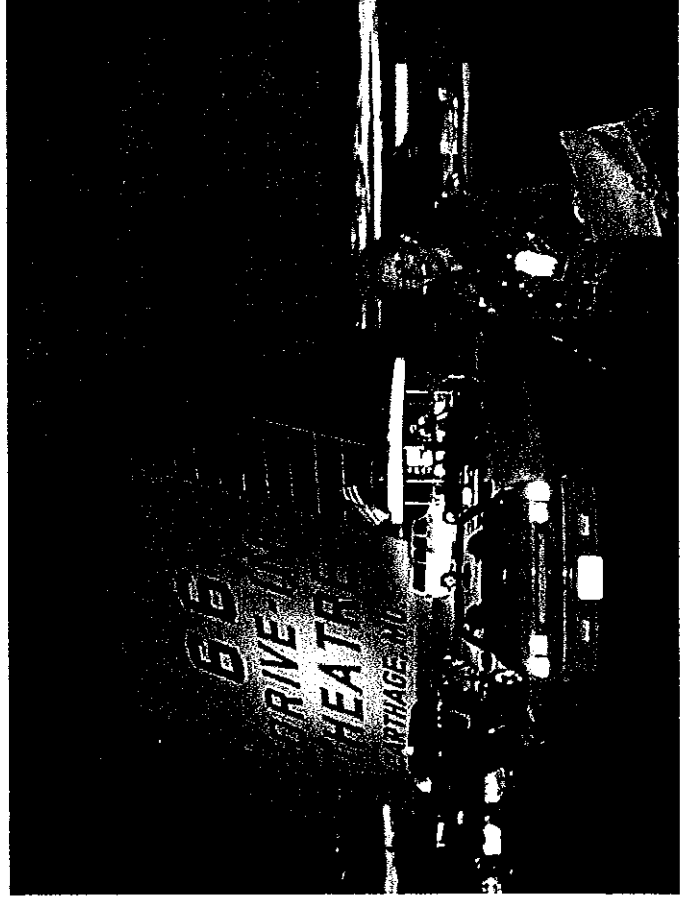
1972 Vega GT: Orange/Black. For one year this was a great car, good handling, fast, comfortable. Then....need I go on? So I got...

1978 Chevy LUV 4X4: Great little truck! Yellow/Brown. First compact truck with four wheel drive and it would go anywhere, like a Jeep. Even had AC. However, it was really an Isuzu and it's the only vehicle I've ever owned that had zero mechanical problems. But the GM part of it, the bed (Made and installed in Portland) rusted upon installation. Got tired of scraping myself off the roof though and bought a.....

1983 Chevrolet S10 Blazer: Loved it. Stylish, comfortable, good in the woods. Then, within a year; rust, fading paint, transmission failure, two blown engines and then everything eventually failed. So while I was in Germany, Nanci sold it and bought me a new.....



The Maas Madness Rallye crew and the Big Ball of Videotape. (Look for John Maas, his students and the Big Ball on KCPT's show, "Rare Visions and Roadside Revelations" in the fall.)



Nancy Maas on Route 66.

## PUBLISHER'S NOTES

Thanks to ALL point persons for hosting events! Your extra work has made all of the events very enjoyable. Thank you also to board members, Woody and point persons for making my job easier! See you soon!

*Cynthia*

## **TEN YEARS AGO**

The 1991 club activities were well underway with a party at the home of Bob & Marilyn McBean. 32 members ate "Blazing Saddle" chili courtesy of Dick Luthy and Ric Curtis, and washed it down with plenty of cold beer.

Leo Long, KCT member and proprietor of Victoria British, had us over for a spring tour of his new facility at 107th and Lackman. He and his crew escorted us through the order process from entry to shipment.

There was a big club turnout for the dog races at the Woodlands. The 8<sup>th</sup> race was dedicated to the K C Triumphs club and there was much betting on dogs 3, 4, & 6. Dinner & Kennel Club tickets were won by Gary & Dawna Davis and Linda & Larry Birks.

Late June was the first "Northland Tour and Picnic" hosted by Dick Woody. Jim Brady & John Maas directed a 40 mile tour before we feasted on BBQ at the Woodys.

The weekend trip to the Lake of The Ozarks saw 17 Triumph cars convene on Kalftran Lodge. Boating, swimming, Go-Carting, eating and drinking were the favored activities by club members.

Woody Underwood, who had been working a few months in Germany, reported that the average speed on the autobahn was 90mph as he drives 45 miles to work in 25 minutes! Ledged high octane gas was still available in Germany.

Put a TRIUMPH in Your Day!

*Paul McBride*

## DIRECTOR'S NOTE

Wow is it July already? Before we know it, we'll be at the All British and the summer will be over. Enough grumbling. We still have a lot of fun things to do. On that note please take notice of our new July schedule and mark your calendars. The Crown Center event will allow us several options for things to do for entertainment that day.

All of this year's events have been well attended. Thank you for your continued support. The Club Night Out has usually had about a dozen loyal followers. I think we are getting a little bored with the menu at our present location, so that is why we are going to meet in the parking lot near the farmer's market and then decide if we want to continue with the same restaurant or try another restaurant in Parkville. We would like for the weather to cooperate so we could drive our Triumphs there.

K.C. Star will no longer list our club activities in Fun on Wheels. Apparently, many car clubs were using it more like a club newsletter. So now that section of the paper can be utilized only if we are having a car show.

*Zoom, zoom, zoom, Richard and Ann*

## **ANNUAL MEMBERSHIP DUES ARE DUE SEPTEMBER !!!**

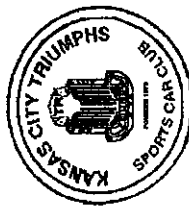
The TR membership year goes from September to August. You may renew your \$15 membership by paying at the Triumph tent at the KC All-British Meet or send your check payable to "KC Triumphs; and any updated address, phone numbers, e-mail addresses and car additions/deletions to:

Karen Lyman, Secretary-Treasurer

9828 Sagamore

Leawood, KS 66206

To keep you in next year's directory and continue to receive newsletters, please renew NOW!



## KANSAS CITY TRIUMPHS

### SPORTS CAR CLUB

23 Volume X, Number 4  
July/August 2001

#### CLUB OFFICERS

Directors: Ann & Richard Woody, 816-628-4154, [sailor56@peoplepc.com](mailto:sailor56@peoplepc.com)

Asst. Director: Jeff Givens, (913)727-9075, [Givensj@jvnworth.com](mailto:Givensj@jvnworth.com)

Secretary-Treasurer: Karen Lyman, 913-383-1006,

[klyman@swbell.net](mailto:klyman@swbell.net)

Historian: Paul McBride, 913-441-0499, [PMCBTR3@aol.com](mailto:PMCBTR3@aol.com)

Technical Advisor/Publisher: Gary Davis, 913-441-2733

Newsletter Editor: Woody Underwood, 816-523-8356,

[Woody\\_Underwood@kcpt.org](mailto:Woody_Underwood@kcpt.org)

Publisher: Cynthia Yin, 913-642-1769, [yincynthia@hotmail.com](mailto:yincynthia@hotmail.com)

For membership information, address corrections, changes or additions, contact Secretary-Treasurer, Karen Lyman, 913-383-1006

9828 Sagamore, Leawood, KS 66206

[klyman@swbell.net](mailto:klyman@swbell.net)

Welcome to our new members:

Eddy Flexter  
708 East Chippewa  
Paola, KS 66071  
(913) 712-6947

Ed & Laura McCoy  
1037 Broadmore Lane  
Liberty, MO 64068  
(816) 415-4838

Richard Klein  
4724 Mullien Rd.  
Shawnee, KS 66216  
(913) 268-4249

And welcome back to returning members:

Larry & Joan Taylor  
632 W. 67th st.  
K.C., MO 64113  
(816) 523-5076

*The balance in our club treasury as of July 1, 2001 is \$792.55*

**FOR SALE:** 1976 TR-6. White w/black top. One owner, excellent condition, 78,000 miles. \$8,500. Mike Stark. Ft. Leavenworth, KS, 913.651.2927.

**WANTED:** Looking for a British car that can seat 4 people. Any marque or model will suffice but prefer a Triumph. (ed. Herald owners, here's your big chance!) Michael Robins, Box 8122, St. Joseph, MO 64508, 816.279.2383.

**FOR SALE:** 1976 TR-6. British racing green. Body restored, interior needs work, engine has been replaced with 1971-72 TR6 engine, needs head gasket. Decent top, tonneau & tires, new brakes. Kelly Yates, 816-242-3231, [yateskelly@aol.com](mailto:yateskelly@aol.com)

**FOR SALE:** 1971 Stag, Chevy 350 engine-runs. Both tops, wire wheels, new brakes. Yellow/black. \$1500 OBO. Guy McDonald, 816-455-8526.

Denim hats are available for \$10.0, white for \$8. Contact Karen Lyman.

Denim work shirts embroidered with a Triumph logo are available for \$25; ask Richard Woody.



9828 Sagamore Road  
Leawood, KS 66206



PAULMcBRIDE  
22714 W 51ST ST  
SHAWNEEK KS 66226

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25

R6 TR7 TR8 Spitfire GT6 Stag TR2 TR

R3A TR3B TR4 TR4A TR5 TR250 TR6 TR

R8 Spitfir TR3A TR3

R4 TR4A TR8 Spitfi

T6 Stag TR4 TR4

R5 TR250 e GT6 Sta

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25

R6 TR7 TR8 Spitfire GT6 Stag TR2 TR

R3A TR3B TR4 TR4A TR5 TR250 TR6 TR

## **Kansas City Triumphs Sports Car Club**

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



## KANSAS CITY TRIUMPHS

SPORTS CAR CLUB

23 Volume ~~23~~, Number 5  
September/October 2001

### CLUB OFFICERS

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Newsletter Editor: Woody Underwood, 816-523-8356, [wunderwood@pop.kcpt.org](mailto:wunderwood@pop.kcpt.org)  
Publisher: Cynthia Yin, 913-642-1769, [yincynthia@hotmail.com](mailto:yincynthia@hotmail.com)

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### DIRECTOR'S NOTE

At the time we are working on publishing this newsletter the VTR and the All British are future events. Ann and I are also still waiting for our first grandchild. She should be here by the time this newsletter arrives in your mailbox. We are hoping that all three events have come off without a hitch by the time you read this.

When the new board took office we told everyone that we were going to have numerous road events. It seems like we have met and eaten a lot so far. Well, get ready, because we are traveling in September and October. Look over the schedule, make the necessary reservations, and get ready to hit the road. We are really looking forward to the trip to Roaring River in October. Our weekend there will provide you with the opportunity to go trout fishing, hike, shop, relax, and enjoy the beautiful fall foliage of the Ozarks. One day fishing permits are available at the park. If you don't have the necessary equipment to fish you can purchase an inexpensive Zebco Micro ultralight fishing kit at WalMart that is just right for a weekend of fishing. You won't want to miss this trip.

Zoom, zoom, zoom *Richard and Ann*



(Note: Anna Marie Wallace was born to Kate Woody Wallace and Kevin Wallace on August 17, weighing 7 pounds and 6 ounces with a full head of black hair. Mother and child are doing well. Congratulations, Richard, Ann, Kate and Kevin!)

### EDITOR'S NOTES

Another All Brit has come and gone and it seem's we all survived once again. Not a great turnout this year, maybe 200 vehicles, but the weather Saturday was perfect. That night under a gorgeous full moon the bucket was passed around one more time courtesy of Randy Adkins and Jim Brady; Herb would be proud guys, thanks. And it did my heart good to see all those sweatshirts finally get some use! Sunday the temperature and humidity finally rose to the standard we expect at the show, but there's been worse. I stayed to the bitter end as usual, hangover, sunburn, tired feet and all. Here's a list of winning Triumphs at the 20<sup>th</sup> Kansas City All British:

TR4/250 1 Don Opplinger, 2 Mark Canaday, 3 Pat Fischer and Roger Elliot

STAG/TR7/TR8 1 Jim Brady and Cynthia Yin, 2 Steve and Carol Olson 3 Joe Henning

SPITFIRE 1 Bob Weddington 2 Randy and Ann Adkins 3 Charlie and Melanie Hoch

GT-6 1 Jeremiah Randolph

TR-3 1 Bill V. 2 Jim and Marie Durst 3 Mark Meyer

TR-6 (Early) 1 N/A 2 Greg Virant and Lynn Kost 3 N/A

TR-6 (Late) 1 Robert Ballard 2 Art Graves 3 Roy Wyatt

I apologize for misspellings, misinformation or not being able to include any Club members who may have won an award for a marque other than Triumph. But we do want to thank: Dave and Robyn Mackintosh, Diane Cotton, Cynthia and Natalie especially, Paul and Margaret, Jeff Givens, Donna and Gary, Holly, Bernie and Suzanne, The Lymans, Grandma and Grandpa Woody, John and Nancy (Sixes Rule!), the McBeans, Jay and Laura, and everybody I missed of course! Pretty good car club, isn't it?

*Woody*

## PUBLISHER'S NOTES

In an effort to get this newsletter out quickly, I've resorted to an easier to type and organize format. Let me know what you like or dislike about the format. I'll try this for a few issues and then I may get brave and try a fancier format next year. If anyone has photos in digital format to contribute to the newsletter, I would welcome them. I tried to include in this issues some great printed photos that Gary Davis took at the VTR, but our scanner would not cooperate.

If anyone is receiving newsletters from other Triumph clubs that are addressed to the KC club, please give them to me so that we can update our exchange list and get new ideas and articles.

Looking forward to going on a few drives this fall—hope to see you on the road!

*Cynthia*

## UPCOMING EVENTS

**We will NOT meet for club night out on Thursday, September 6 or in October.**

### **Friday-Saturday, September 14-16, ARROW ROCK CAMPING TRIP**

Meet at 6:00 p.m. at McDonald's, intersection of highways 291 and 24 in Independence, MO. Leave for Arrow Rock, MO, at 6:15. Activities usually involve great meals, touring the countryside and historic downtown Arrow Rock and socializing. Please contact Randy Adkins, 816-415-9584, before September 10th so that he can reserve campsites. Bring your tent or camper, or if you prefer a bed and breakfast, call Karen Berry, 660-837-3472, for suggestions.

### **Saturday, September 29, TOPEKA CLUB WINERY TOUR**

You are invited to join the Topeka British Car Club for a driving tour to three northeast Kansas wineries. Meet at the McDonald's on W. 87<sup>th</sup> St. Pkwy., just east of I-435 in Lenexa, KS, at 8:30 a.m. (or earlier if you want to eat breakfast there). The Yin/Bradys will lead the group leaving at 9:00 a.m. to drive to Eudora to meet the Topeka Club at the first winery. Our first stop will be the Davenport Winery near Eudora. (The winery is 4 miles east of Lawrence on Hwy 10. Take the County Rd 1057 exit, and the winery is on the north side of the highway.) Then we will head for the Holy-Field Winery near Basehor followed by a lunch stop at Bichelmeyer's Steakhouse in Tonganoxie. Our last stop will be the Heimhof Winery between Tonganoxie and Leavenworth. For the wine connoisseurs in our group, there will be wine tasting and tours. For those who don't like wine, the drive and socializing will be just as enjoyable. The restaurant would like a count of how many to expect for lunch, so please RSVP to Charlie or Melanie Hoch at 785-478-3799 or [choch@networksplus.net](mailto:choch@networksplus.net) by Wednesday, September 26, if you are planning on attending.

### **Sunday, October 7, LAWRENCE CAR SHOW**

Join us at same McDonald's as above (do you notice a trend here?) in Lenexa. Meet at 9 a.m. to leave at 9:30 a.m. We will travel to the Douglas County Fairgrounds for the 29<sup>th</sup> Annual Antique Car Show featuring 1942 and earlier Fords. Registration is free, but donations are encouraged. The first 250 entries receive dash plaques and ribbons. In addition to the wide variety of cars that are usually present, there is also a display of antique toys and model cars. Bring your lunch or purchase food and drink there. (No alcohol allowed.) Awards will be presented at 2 p.m. This is always a fun event, so plan to attend. Point person: Chip Kigar, 913-894-8538, [Ckigar@sound.net](mailto:Ckigar@sound.net).

### **Saturday, October 13, CHILI SUPPER**

Woody Underwood again graciously hosts the annual chili supper at his home at 6 p.m., 1218 W. 61<sup>st</sup> St., Kansas City, MO. Bring your best goodies and please, some chili! Last year we almost didn't have enough chili for a chili party. BYOB and please RSVP to Woody a few days in advance, 816-523-8356, [wunderwood@pop.kcpt.org](mailto:wunderwood@pop.kcpt.org) (note his new e-mail address).

### **Saturday-Sunday, October 20-21, ROARING RIVER RIDE**

We will leave the Overland Park Doubletree Hotel parking lot at I-435 and 69 Hwy at 8:30 a.m. Last minute tent or RV campers may join the trip, but it may be too late for reservations at the Roaring River Inn. 417-847-2330. It will be a great fall drive. Point people: Karen & Doug Lyman, 913-383-1006, [klyman@kc.rr.com](mailto:klyman@kc.rr.com).

### **Saturday-Sunday, October 20-21, FAT RUN 2001**

If you can't get Roaring River reservations, consider joining the MG Club on their annual Fat Run. Here is the info: "Bring a car that will likely run 400 – 500 miles (preferably British), a good sense of humor, a sense of adventure, some cash for food & lodging & fuel, a CB radio if you have one and join the fun. The motel is the Day's Inn in Lebanon, MO (formerly the Quality Inn). Their phone number is 417-532-7111. Our group discounted rate is \$52 00. Just ask for one of the rooms blocked in my name. Reserve quickly as the town is nearly full that night with a square dance convention. We'll start Saturday morning from McDonalds in Blue Springs, MO. I-70 to exit 20, then south on Hwy 7 and the golden arches are on the left. We depart promptly at 9:00 a.m. and return late Sunday afternoon. Let me know if you plan to join us." Steve Olson 816 542 3540, [Solson@planetkc.com](mailto:Solson@planetkc.com).

### **Saturday, November 3, ST. JOSEPH ANTIQUE RUN**

Again this year we will meet at McDonald's at Platte City, MO, just west of I-29 at 9:00 a.m. We will caravan the back roads to St. Joseph, MO and drive 26 miles of beautiful Parkway. Bring your walking shoes for trips into a half dozen downtown antique shops. Lunch also will be downtown, 1:00 p.m., at the Boudreaux's Louisiana Seafood & Steak Restaurant, 224 N. 4th Street. Our enthusiastic point person is incomparable Diane Cotton, 816-232-6871, [Dlc@andritz-na.com](mailto:Dlc@andritz-na.com).

### **Saturday, November 3, GUY FAWKES NIGHT**

Come join the fun! Celebrate one of Britain's holidays, hosted by Geoff and Christine Rollert. Hot soup, coffee, tea and a keg of Britain's finest (or whatever the MG Club can afford). Please bring bangers (Italian sausages or brats) to grill with buns and some snacks. Plan to spend the night camping. There will be a huge bonfire to warm your toes. RSVP for directions, 816-686-5739, [timesrite@myexcel.com](mailto:timesrite@myexcel.com).

***"Remember, remember the fifth of November.***

***Gunpowder, Treason and Plot.***

***I see no reason why Gunpowder Treason***

***Should ever be forgot."***

This poetic little rhyme, still popular among children today, continues to remind us why, on the night of November 5th, bonfires surmounted by cloth manikins or "Guys" are set alight in every town and village in Britain amongst a blaze of celebratory fireworks. (see accompanying article about Guy Fawkes Night)

### **Saturday, November 10, ANNUAL DINNER**

Make your reservations now for our annual dinner at Ophelia's on the historic square in Independence, MO, at 6 p.m. On the menu are Petite Filet with Wild Mushroom Ragout paired with Seared Salmon in a Lemon Buerre Blanc, Salad, Dessert, and Coffee, or Tea. Send \$36 per person (check payable to "KC Triumphs") to Karen Lyman, 9828 Sagamore, Leawood, KS 66206. The deadline for reservations is November 1. The club has put down a \$500 deposit for the dinner, so we would like to have as many participants as possible. If you have any suggestions on games or activities, please contact point persons, Bob and Marilyn McBean, 913-341-4124. (For first-time attendees, a hint—this is the only yearly activity where we do get a little dressed up, but don't let this scare you away!)

## **PAST EVENTS**

### ***CRUISE NIGHT and BAR-B-QUE***

Sixteen MGs and Triumphs attended the Liberty Cruise Night in June. Thanks to the MGs, who got there early, we all had a shady place to park. We viewed all the street rods and then took a scenic rural drive to Excelsior Springs. There we filled up on BBQ at the Wabash as we listened to a blues band. The food was good and so was all the car talk and camaraderie. Thanks to the Woodys for organizing a great evening!

### ***MONTHLY CLUB NIGHTS OUT***

In July we feasted on Mexican food outdoors and checked out the Parkville carnival after dinner. In August we tried the new Papa Frank's locations and planned the All-British rally. We'll take a break from monthly dinners for a little while. If you have suggestions for future meeting/eating places, contact Richard Woody.

*The trip to Sedalia was cancelled due to lack of participants. Woody's friend, Kristy, brought the TR-6 up to Kansas City where it is being worked on by professionals.*

### **DRIVE-IN NIGHT**

Several Triumphs, a Mercedes 190SL convertible (for sale) and a Saab convertible parked outside Backyard Burgers for dinner. Then we were led by the Kevin & Janet Smith in their beautiful MG-TD to the Boulevard Drive-In where we saw "Fast and Furious", a very appropriate movie for car buffs. All of the car racing and stunts made one feel like speeding home, but we resisted the impulse—especially since our cars weren't souped up like those Honda Civics in the movie. Thanks to Kevin and Janet for a fun night!

### **VTR NATIONAL CONVENTION**

By all accounts the Vintage Triumph Register Annual Convention in Breckenridge was a success. The setting was beautiful and the weather cool. Former TR member, Cecil Wise and new wife, Mia, won the Hard Luck Award (had to have a new differential overhauled and installed) then went on to win 2<sup>nd</sup> in the autocross and 2<sup>nd</sup> in his category in People's Choice with his Herald. Pat and Tamara Barber won a third with their Spitfire and in autocross Tamara got 2<sup>nd</sup> and Pat snapped up 3<sup>rd</sup>. Gary and Dawna won a 2<sup>nd</sup> place in People's Choice in the TR2/3 category, while John Cochran got 3<sup>rd</sup> for his TR3B. Pat Fischer and Roger Elliott got a 3<sup>rd</sup> in the walking tour. (I apologize if there are any omissions or errors. CY) Next year's VTR is in Minnesota. No dates as of yet. For future and other event info, check out [www.vtr.org](http://www.vtr.org). Also log on to join the national club.

### **KANSAS CITY ALL BRITISH CAR & CYCLE MEET**

In addition to Woody's report, several club members also won in fun events on Saturday afternoon. John Maas defended his title in the tire changing contest to triumph over Randy Adkins, 2<sup>nd</sup>, and Pat Barber, 3<sup>rd</sup>. John also regained the valve cover racing championship with another 1<sup>st</sup> place. (Start building your entry for next year. Use any old British valve cover. Length limit of 24 inches and no heavier than John's entry or we'll break the track.) In the parts throw, John "Mighty" Maas got 2<sup>nd</sup> place over Randy Adkins' 3<sup>rd</sup>. (Randy's qualification status is in question as of the writing of this newsletter—some question about passing drug testing on the sidelines.) I think that John's "big ball of videotape" mascot is giving him good luck. Look for the ball, John and his students on the new season opener of "Rare Visions and Roadside Revelations" on KCPT-19 in October.

If you have suggestions for next year's All-British (venue, dinner, price, events, etc.) and especially if you are willing to help on the All-British committee, please contact David Mackintosh, 816-254-5614, [kc@frostytreats.com](mailto:kc@frostytreats.com). David would like to present your suggestions to the committee. The committee needs your help and input to keep this annual event fun and well-attended. This year's event was the 20<sup>th</sup> anniversary of the KC All-British Meet. Many thanks to Paul McBride and Gary Davis for originating this meet. Let's help keep it going!



### **TEN YEARS AGO**

Director Bob McBean's comment September 1991 was, "The KC Triumph car club is the BEST!" We had just handled the registration and PA announcements at the All-British Car Show, and fielded 1 Herald, 3 Stags, 9 Spitfires, 9 TR3s, 10 TR4s, 3 TR250s, 11 TR6s, 1 TR7, and 1 TR8.

The July picnic at Wyandotte County lake was well attended by many British car owners. Yours truly planned the tour of the lake and infamous Hwy 5. Ricci Ballesteros and Gary Hodson were the designated chefs.

Twenty Triumphs and a Testerosa were seen at Sonic drive-in and a movie in the heat of August.

New members and now 10 year veterans: Roger Elliot of Lawrence and Don & Donna Oppliger of Lenexa.

Jim Brady was trying to sell his '63 Herald and Bob McBean a pair of TR4 seats.

Put a TRIUMPH in Your Day! *Paul McBride*





**HELPFUL TR7 CLUTCH HINTS:** from TR member, Jim Dunlap, 816-836-0181

My TR7 had a problem with the clutch hydraulics. Tough getting the clutch to engage and disengage. Also very difficult to bleed. After much trial and error I determined a couple of things. The locally available master and slave cylinders and clutch hose for this application aren't of the best quality. The hose runs from the driver's side firewall, along the firewall next to the heater hoses, and then down to the bottom of the bell housing on the passenger side, where it connects to the slave. The hose is made of rigid plastic with copper end fittings.

To bleed the clutch I tried using my MiniVac but it would suck ALL the fluid out of the master tiny cylinder on a couple pumps. No good.

Solution #1: Moss Motors sells the greatest little clutch tool. It is simply a 24" piece of tubing with a clamping device on one end and a one-way valve on the other. You simply connect the clamp to the bleed screw; put the valve end in jar. It also fits nicely into a "on the road" tool kit. \$15.

Solution #2: I had Apple Hydraulics rebuild the master and slave and sleeve them with brass.

Solution #3: I sent a spare hose to TSI Racing to be remade in braided steel. This hose will be wrapped in insulation.

I got the master and slave back from Apple and installed them with a plastic hose. Used Dot 4 brake fluid and got good pedal pressure. So far so good. Took the 7 out for a test drive. 100 degrees outside. Oh, oh, once the going got hot, clutch pressure dropped and shifting went bad. Hmmmm. . .

Solution #4: What fluid takes high temperature without boiling and isn't silicon? Automatic transmission fluid! Also, when it gets warm it expands, perfect for a clutch. After filling with auto trans fluid the clutch bled with only 10 pumps and pedal pressure like my old GTO! 107 degrees outside, time for the test drive. Success! Regained 90% of clutch action in a hot car. I'm confident once the new steel hose is installed everything will be great.

TR7 hot weather tip #1: If your Lucas AC has bit the dust, remove that 80-pound boat anchor. Now hook up one of your AC fans to a thermostat and the battery. This gives you a cool car with 1 fan in reserve and better weight bias. Those lucky TR\* guys have AC/Delco compressors!

TR7 hot weather tip #2: Look in the very front of your inner fenders. You'll see plastic knock out panels. They are the intakes for TR8 fresh air induction. Remove them! You can fabricate screens for the holes or make your own ram air intake. I don't think this tip applies to pre-1979 cars.

Hope this helps somebody. Anybody who would like more TR7 tips, feel free to contact me.

**FOR SALE:** New, OEM window for a hardtop. Spitfire or TR-4, he's not sure which. Wayne Lang, 816-965-9556, FAX 816-966-9556.

**FOR SALE:** 1976 TR-6, yellow w/black top. 35,000 miles. Original redlines. \$8500. Car is in St. Joseph. William Ransdell 816-279-9403 or Michael Robins 816-279-2383.

**FOR SALE:** 1965 TR-4, 48,000 miles, In primer with lots of spares (doors, transmission etc.) Same owner for 26 years. Runs (?) Mr. Graves' father is terminally ill and he's liquidating possessions to pay for medical expenses. Car is currently in Gladstone, MO. Dan Graves, 816-454-4830.

**FOR SALE:** 1961 TR3A, red, 19K original miles, with complete new interior, carpet and top. Mechanically perfect, no rust, and adequate paint. Wire wheels, tonneau cover, etc. Asking \$10,500. Contact Les Robbins, 316-522-6567 (Wichita).

**FOR SALE:** 1980 TR7, gold, 71,550 miles, original engine, 5 speed, newer convertible top. \$3750 OBO. Chris Osborn, 913-631-6946.

**FOR SALE:** 1971TR6 parts car, title problems, \$500. Scott Stewart, 913-829-0660, [MrJayhawk@aol.com](mailto:MrJayhawk@aol.com).

## **ANNUAL MEMBERSHIP DUES ARE DUE NOW!!!**

The TR membership year goes from September to August. You may renew your membership by sending your \$15 check payable to "KC Triumphs" and any updated address, phone numbers, e-mail addresses and car additions/deletions to:

Karen Lyman, Secretary-Treasurer  
9828 Sagamore  
Leawood, KS 66206

To keep you in next year's directory and continue to receive newsletters, please renew NOW!

### **GUY FAWKES NIGHT**

For almost 400 years Bonfires have burned on November 5<sup>th</sup> to mark the failed Gunpowder Plot. In 1605, Guy Fawkes (also known as Guido- yes really) and a group of conspirators attempted to blow up the Houses of Parliament on opening day.

After Queen Elizabeth the 1<sup>st</sup> died in 1603, English Catholics who had had a rough time under her reign had hoped that her successor, James 1<sup>st</sup>, would be more tolerant of their religion. Alas, he was not, and this angered a number of young men who decided that violent action was needed.

One man in particular, Robert Catesby, suggested to close friends that the thing to do was to blow up the Houses of Parliament. In doing so, they would kill the King, maybe even the Prince of Wales, and the members of Parliament who were making life difficult for the Catholics. To carry out their plan, the conspirators got hold of 36 barrels of gunpowder-and placed it in a cellar just under the House of Lords.

But some of the plotters started having second thoughts. One of the group members even sent an anonymous letter warning his friend, Lord Monteagle to stay away from the Parliament on opening day. The letter reached the King, and all the kings men ( and some of their horses) made plans to stop the conspirators.

GUY FAWKES, was in the cellar with the 36 barrels of gunpowder when the authorities stormed in during the early hours of 05 November 1605. Guido was captured, tortured, and drawn and quartered. This entails having ones internal organs and entrails pulled from the body (hence, drawn) and the extremities tied by rope to four horses which are sent galloping in the four directions of London, dragging their cargo as a warning to all who may see.

The tradition of "Guy Fawkes Night" actually began the year of the failed coup. On November 5<sup>th</sup>, Londoners knew little more than that their King had been saved and joyfully lit bonfires in thanksgiving. As years progressed the ritual became more elaborate. Soon people began placing effigies of Guy Fawkes onto bonfires and fireworks were added to the celebration.

Today the celebration in England is huge and rivals only our Independence Day observance in spirit, fun, and frivolity. Lewes, in the South East of England is famous for its "Guy Fawkes" night and consistently attracts thousands of people each year. The tradition crossed the oceans and established itself in the British Colonies. It was actively celebrated in New England as late as the 18<sup>th</sup> century.

Todd Sieleman

#### ***Welcome New Members!***

Ron & Darcy Schonberger  
22620 W. 51  
Shawnee, KS 66226  
(913) 441-5354  
[jodaro@msn.com](mailto:jodaro@msn.com)  
1962 TR3

Terry & Annie Galloway  
4036 N. W. Claymont Dr.  
Kansas City, MO 64116  
(816) 452-0421  
[Terrygalloway@cs.com](mailto:Terrygalloway@cs.com)  
1971 Spitfire

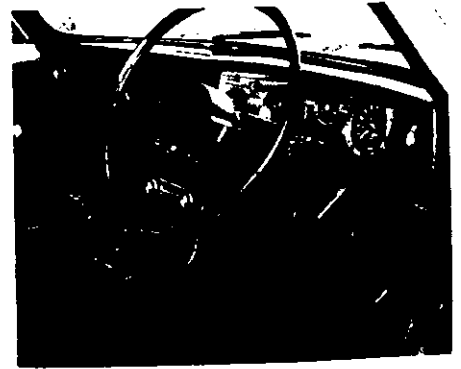
#### ***Please add/change in your directory:***

Geoff & Christine Rollert  
P.O. Box 388  
Smithville, MO  
(816) 532-0757  
[timesrite@myexcel.com](mailto:timesrite@myexcel.com)  
1976 TR7 & 1978 Spitfire

Don & Donna Oppliger  
9703 Sunset Circle  
Lenexa, KS 66220  
(913) 390-9441  
[don@oppligerbanking.com](mailto:don@oppligerbanking.com)  
1967 TR4A



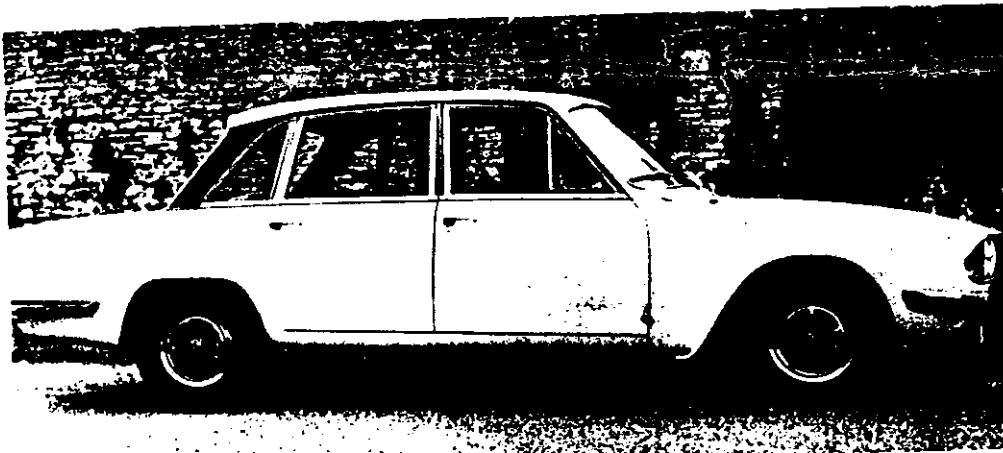
*Triumph 2000 Mk II is the carbureted version of a pair of six-year-old luxury sedans originally designed by Michelotti. Front and rear sheetmetal is new for 1970.*



*The meaning of "British traditional" is evident in the interior of a 2000 Mk II. Except for oil, the warning light cluster in the center gives auxilliary information.*

# TRIUMPH 2000 Mk II

This and its companion fuel-injected 2.5 P.I. are too competitive with Rover for U.S. marketing.



*The 2.5-liter P.I. features a Lucas timed injection system which, with the added displacement, gives 42 additional horsepower. Car is eight inches longer than previous models.*

Not marketed to the U.S. at present, present, the six-cylinder Triumph sedan is a close rival to the four-cylinder Rover 2000 in many other countries. Since the two cars were planned, their makers have both come into the same British Leyland Motor Corporation, but the cars are retaining their identity.

Styled originally by Michelotti of Torino, the Triumph now gets new front and rear end sheet metal, the

latter providing an extra two cubic feet of trunk capacity and adding eight inches to make the overall length 182.3 inches. Wheelbase remains at 106 inches, with the rear tread widened 2.5 inches to the same 52.5 inches as at the front.

Alternative versions of the elderly but effective in-line six remain available. The 2000 has the same motor as the Triumph GT6 coupe, with two Strom-

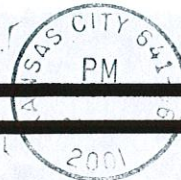
berg CD carburetors, and from 2 liters develops 90 horsepower net at 5000 rpm. As the 2.5 P.I., the motor has a longer piston stroke to give 2.5-liter displacement, and a Lucas timed fuel injection system (which has not yet met pure air requirements for the U.S.) plus a wilder camshaft to develop 132 horsepower at 5450 rpm.

Internal re-styling of the very comfortable five-seat body is still on British traditional lines. Four wheel independent suspension, by coil springs on McPherson struts in front and by coil springs on semi-trailing links at the rear, puts the emphasis on ride comfort. New as an option is power assistance on the rack-and-pinion steering gear.

On the face of things, these six-cylinder Triumphs have always looked like marginal value for the money. It has been possible to get more car and more engine displacement from other plants at a lower cost. But the fact remains that sales have been well up to the company's modest expectations, with 122,000 sold during the six years that the series has been running. Quite a lot of people are evidently happy to pay a premium price for a not-too-big car with six cylinders and four wheel independent springing that provides smoothness in distinctive and comfortable surroundings.

*Joe Lowrey*

DECEMBER/1969



9828 Sagamore Road  
Leawood, KS 66206

PAUL McBRIDE  
22714 W 51ST ST  
SHAWNEE, KS 66226

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR  
R8 Spitfir TR3A TR3  
R4 TR4A TR  
T6 Stag TR  
R5 TR250 e GT6 Sta  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR

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

NOV/DEC 2001 #6  
Vol. 23

## UPCOMING EVENTS

**We will NOT meet for club night out in December or January.**

### **Saturday, December 1, PROGRESSIVE DINNER**

We will start at Jeff and Anita Shaw's home, 11020 N.E. 136<sup>th</sup> St., Liberty, MO, (near the Adkins' home) for appetizers. Then on to Richard and Ann Woody's home, 17215 N.E. 123<sup>rd</sup> St., Kearney, MO, (816-628-4154) for the main course. Nancy and John Maas, 5740 N. E. Wilson Blvd., KCMO, (816-452-9097) will provide dessert and toys to play with. (Rumor has it that John has some new toys in the garage—surprise, surprise.) **RSVP to the Shaws 816-792-8397 by Nov. 28. Call Jeff & Anita for directions.**

### **PLANNING MEETING**

We traditionally hold a planning meeting to set up the events for the next year in late January or early February. We will notify you later of the time and place, but start thinking now of events that you would like to do. If you have an idea and/or are willing to host an event, please contact Richard Woody.

## PAST EVENTS

### **ARROW ROCK CAMPING TRIP**

Apparently the few participants had a great time and hope to have even greater attendance in the future. Thanks to the Adkins and Berrys for organizing this event.

### **TOPEKA CLUB WINERY TOUR by Melanie Hoch**

Great weather and a good turnout of British cars combined to make the winery tour on September 29 a huge success. You couldn't ask for a nicer fall day. Nine cars from Kansas City met with eight cars from Topeka to tour the three wineries. We crowded into each of the wineries, which weren't meant to hold that many people at once, and had the opportunity to sample plenty of wine at each stop. Everyone seemed to be taking home their favorites from each place. Each winery had a different atmosphere and different wine making techniques. At the Davenport winery near Eudora, we walked through the grapevines sampling the different grapes. The Holy-Field winery near Basehor and the Heimhof winery near Tonganoxie each gave us tours of their cellars. And we can't forget the tasty lunch we had at Bichelmeyer's Steakhouse in Tonganoxie. Overall it was a great day, and it was nice to see members from different clubs mingling together.

(Ed. Note: The tour was scenic, very interesting and lots of fun. Thanks to Melanie and Charlie for inviting the KC Triumphs!)

### **ROARING RIVER RIDE by Karen and Doug Lyman**

Saturday Morning, October 20, several cars took off for the Roaring River Cruise. The weather was crisp and sunny, until we approached the Marais des Cygne river, where we were enveloped in dense fog, which cleared after Fort Scott. We toured through some great roads which we had all to ourselves, and had lunch at Cooky's, a diner known for home baked pies in Golden City.

We took a side trip to Red Oak II, a gathering of tiny houses and stores collected by the artist Lowell Davis, (no relation to Gary and Dawna) who lives on the property and who we had the pleasure to meet. What an experience: just ask any of the folks who were there.

More rolling hills took us into the beautiful mountains of northern Arkansas and our lodging for the night at the Roaring River Inn. We had time for a short hike through golden trails, then on to dinner at the Rib in Cassville. Saturday night some members stayed up to play games and laugh long and loud at the game and other interesting and weird occurrences of the day.

Sunday morning came early for the trout fishermen and gave us a chance to watch a beautiful sunrise. We left at 9:00 for a great drive on the Sugar Camp scenic drive through the park and on to Eureka Springs and the Currant Hotel, where we had a fabulous brunch. Shopping and exploring followed, then we left around 2:00 for the journey home. Our cars ran great and included 2 MGB's, 1 Spitfire, 2 TR-3's, 1 TR-4, 1 TR4A, 1 TR 250 and 1 TR-6. The weather was lovely both days and we really enjoyed being with our car club friends for a very special autumn event. Thanks to all who came. It was generally agreed by all that we should try this event next year, and some good ideas were shared about fun things to add to our enjoyment. Please let us know what you'd like to do.

(Ed. Note: Many thanks to Karen and Doug for organizing this event!)

**For Sale: 1963 Herald Convertible**, runs great, excellent body & interior. Same owner for over 30 years. Show winner—must see to appreciate. \$5250 OBO. Contact TR member, Matt Quesenberry, 816-737-1174.

### **ST. JOSEPH ANTIQUE RUN & GUY FAWKES NIGHT by Diane Cotton**

It was beautiful fall day with plenty of sunshine and temperature in the 70's. Twenty-one of us met at Platte City, MO, at McDonalds' for a quick breakfast. Jeff Givens joined us for breakfast but could not make our run due to a previous business appointment. We were off by 9:30 AM and each given a goody bag, compliments of the St. Joseph Tourist Convention Center.

Diane Cotton, in her 78 MGB, who is also a member of the KCMGCC and the Topeka British Car Club, was the leader of the pack. There are other members of the TR Club that have membership to these and other clubs. We all feel the more participants the better--all enjoy looking and talking about any British car.

Those in attendance were: Steve Olson, TR8; Tim Cahill, MGB; Bill Davidson, MGB; Tracy & Gerry Cahill, MGA; Rob & Tommie Camblin, Fire Bird; Randy, Ann, Brooke and Brandon, TR Stag; Pat & Teresa McCracken, MG Midget; Denny & Ruth Hale, MGB; and Gary & Dawna Davis, TR3; Doug & Carolyn Keene, MGB. They are new members of the KCMGCC and the Topeka British Car Club. Three Triumphs, seven MG's and one Pontiac made up the convoy.

After winding the back roads to the South End of St. Joseph, and again, like last year, taking the beautiful Parkway System to the North End of Joseph, we stopped at Krug Park Lagoon for a photo opportunity and to feed the ducks, geese and fish. It was back on the Parkway to finish up the West End of the Parkway and on to the downtown area. We parked behind Boudreaux's Louisiana Seafood & Steak restaurant and walked to several antique shops and other establishments. At one o'clock we met in a private room with a bar and had some of the best Louisiana food with drinks, great service and friends.

As you all knew, the KCMGCC was having a "Guy Fawkes" overnight campout right after the TR Annual Antique Run. Many of us were rushing around getting into vehicles that would pull pop-up trailers and fifth wheels while others were taking tents on their motorcycle like Jim Brady of the KC TR Club. There were two pop-ups, two fifth wheels, one tent, one permanent trailer and a little cabin. Seventeen members stayed the night and enjoyed the warm autumn night with the beautiful harvest moon. Total participants were around thirty including some neighbors.

The event was hosted by Todd & Chris Sielman (they drive a TR3, TR7 and a MGB) and Geoff and Christine Rollert (who drive numerous British cars--too many to list). Chris and Geoff own the thirty acres off Hwy 50 where the event took place. If you did not attend you really missed a lot.

There was food, food and more food. Clam chowder, Irish stew with mutton, soda bread, beer brats and brats roasted over an open fire, a keg of beer and desserts galore. Great music was provided by Geoff's amazing speakers hooked up by a three hundred-foot extension cord to electricity. Games were played by all. Fireworks were shot and we took a moonlit hayrack ride through the timber. After the hay ride we all tried our hand at sculling. What fun we all had trying to get our homemade newspaper balloon to rise above the campfire and drift upward while burning.

The next morning we all ate breakfast of scrambled eggs, sausage fried potatoes, tortillas, mixed fruit, a breakfast casserole, coffeecakes and coffee. It was amazingly warm all night and everyone had a terrific time.

(Ed. Note: A big thank you to Geoff and Christine for inviting the TR club and a hug and kiss to Diane for organizing the antique run!)

### **ANNUAL DINNER**

About 25 members attended the dinner at Ophelia's on Independence Square. We were surprised to find out that the courthouse was being lit that night to begin the holiday season. Before the dinner everyone got a chance to see the Ann and Richard Woody's adorable twelve week-old granddaughter, Anna.

After the delicious meal Denny VanVelzer gave a very interesting talk about his experiences with selling Triumphs and other British cars at his car dealership in the 1960's and 1970's. Denny kept us well entertained with his memories. Thanks to the generosity of Victoria British most guests went home with new Triumph T-shirts. A big cheer for Marilyn and Bob McBean for organizing the dinner!

**For Sale: 1972 TR6** Former members Dick & Margaret Luthy are downsizing and selling their nice white TR6. Dick had restored the car and it ran well on many a Triumph event. Call Dick at 913-649-8737 for details.

Long-time member **T.R. Wilson** recently e-mailed that he was dropping his club membership after more than 20 years as he moved this summer back to the Northwest area. Son Tristan is a freshman in college and Brianna is a high school sophomore, both still in the KC area. You can write to T.R. at his new address: P.O. Box 277, Clarkston, WA 99403. We'll miss you, T.R.!!!

**For Sale: 1971 Triumph Stag**, Chevy V8, \$1000, Guy McDonald, 816-455-8526.



## KANSAS CITY TRIUMPHS

SPORTS CAR CLUB

23 Volume ~~23~~, Number ~~4~~  
~~September/October 2001~~  
NOV. - DEC 2001

### CLUB OFFICERS

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Secretary-Treasurer: Laraine Edwards, 913-381-8070,  
[jhedward@swbell.net](mailto:jhedward@swbell.net)  
Historian: Paul McBride, 913-441-0499, [PMCBTR3@aol.com](mailto:PMCBTR3@aol.com)  
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Newsletter Editor: Woody Underwood, 816-523-8356,  
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Publisher: Cynthia Yin, 913-642-1769, [yincynthia@hotmail.com](mailto:yincynthia@hotmail.com)

For membership information, address corrections, changes or additions, contact Secretary-Treasurer, Laraine Edwards, 10133 Craig Dr., Overland Park, KS 66212

### PLEASE SEND YOUR MEMBERSHIP DUES NOW!

you must renew your dues to be included in next year's directory and receive future newsletters. Send your \$15 check payable to "KC Triumphs" to Laraine Edwards at the above address.

### DIRECTOR'S NOTES

This is the last newsletter for the year. I would like to begin by thanking everyone for his or her help this past year. I hope we will continue to have such strong support from our members. I do hope Ann and I get to do more events with you next year. As you know I didn't get much time off this summer. In 2002 things should slow down a bit at work. We are looking forward to the next VTR in Minnesota and driving the TR8 to many events.

There were many fun events this year but our recent trip to Roaring River was extraordinary. The leaves were at their color peak. The weather was perfect. The roads were great fun to drive. There was one drive where we were all in a row driving down a country road where the tree branches from each side of the road met above us. It was like being in a painting. We shared friendship, good food everywhere we went, and the Triumphs ran perfectly. We couldn't have had a better time. If you missed it try to make sure you are there with us next time.

By the way, the eight is home again. It looks great. Now I have to do the interior and the engine. Then we will be ready to drive. When you come to the progressive dinner you can help me work on it. Just kidding. We'll all be too busy eating to work.

Please join me in giving Karen Lyman a huge THANK YOU for serving as Secretary-Treasurer for the last two years. She stepped in mid-term and did a great job taking over. In stepping down, she has found a successor, new member, Laraine Edwards. Please welcome Laraine and her husband, Jack, at the progressive dinner. See you there!

Zoom, Zoom, Zoom, *Richard and Ann*

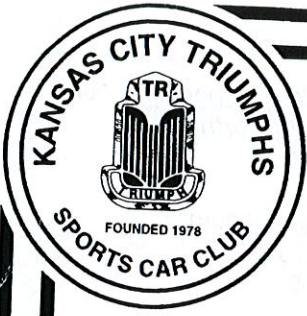
### EDITOR'S NOTES

Is this roadster weather or what? To @%# with California, at least the Midwest isn't the same color all year round. Absolutely the best fall I can remember. The 6 murmurs to me every time I go out the back door, "Drive me.....drive me". And I do. I expect to see a lot of Triumphs at the Annual Dinner this year, with tops down of course.

Drove to Lawrence (in the TR-6) for the car show at the fairgrounds and I was impressed. This was my first time there and if you've never been, it's worth it. Free too! Great collection of vehicles, most in original condition, not a lot of over-restored stuff and a refreshing lack of street rods. T-Birds, Model A/T Fords, Corvettes, Mopar, Mercedes-Benz' (the McBeans), three Avanti and an exact copy of my first car... a brown over beige 1953 Chevrolet 210 coupe. You name it, it was there someplace, probably 200 cars. The Brits made a good showing too; lots of MGs, Healeys and quite a few Triumphs including Mr. Davis (via Fat Boy) and the Hoff's (via Purple People Eater) from Wichita who won the trophy for longest distance traveled!

The Chili Supper (at my place) went off well, can I say as usual? The crock-pots were lined up as far as the eye could see this year--lot's of variety and enough snacks to feed Afghanistan through the winter. Twenty-something people were in attendance and it appeared everyone had a good time and were well fed, comfortably libated and hopefully had a good time. The house and I enjoyed everyone's company. Kansas City Triumphs is the best.

*Woody*



9828 Sagamore Road  
Leawood, KS 66206



PAUL McBRIDE  
22714 W 51ST ST  
SHAWNEE, KS 66226

**Kansas City Triumphs  
Sports Car Club**

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

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR  
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R8 Spitfir TR3A TR3  
R4 TR4A TR8 Spitfi  
T6 Stag TR4 TR4  
R5 TR250 e GT6 Sta  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR