

CLUB OFFICERS



KANSAS CITY TRIUMPHS

SPORTS CAR CLUB

24 Volume ~~XXXX~~, Number 1
January/February 2002

Directors: Ann & Richard Woody, 816-628-4154, sailor56@peoplepc.com
Asst. Director: Jeff Givens, 913-727-9075, Givensj@jvnworth.com
Secretary-Treasurer: Laraine Edwards, 913-381-8070,
jhedward@swbell.net
Historian: Paul McBride, 913-441-0499, PMCBTR3@aol.com
Technical Advisor/Publicist: Gary Davis, 913-441-2733
Newsletter Editor: Woody Underwood, 816-523-8356,
woody@prodigy.net
Publisher: Cynthia Yin, 913-642-1769, yincynthia@hotmail.com

For membership information, address corrections, changes or additions, contact: Secretary-Treasurer, Laraine Edwards,

10133 Craig Dr., Overland Park, KS 66212

Annual dues are \$15, payable to "KC Triumphs".

The Triumphs Club year runs September to August.

DIRECTOR'S NOTES

Winter is here. This is the time when Ann and I think about the fun we had in our cars last spring, summer, and fall. The cars are in their garages for the winter. Now is the time to do those repairs we have been thinking about. Some of us are still working on projects we started last year. More about the TR-8 in a later issue. Other lucky members will just polish and shine their Triumphs this winter. I doubt any of us will just forget our cars for three months.

Ann and I sure enjoyed everyone being here for the progressive dinner. The food was excellent as usual and all three homes had something different for us to see or do. All this made for a fun way to kick off the holiday season with our friends. Next year this event will be hosted by our members out south. If you don't mind twenty-five or so Triumph people coming over for a little snack you could volunteer your home for next December. You will have that opportunity at the planning meeting in February. The annual planning meeting is our next event. You can find details about where and when elsewhere in the newsletter. We can't tell you how important this event is for the success of the rest of the year. So please bring your calendars, ideas, and make plans to attend. With your help we can have even more fun in 2002.

Burr, Burr, Burr, Richard and Ann

EDITOR'S NOTES

Something caught my interest while reading want ads in the Star this morning. Ricci and Marice have their gorgeous BRG TR-6 for sale, at \$16,500. When sold, it will be the first time in my memory that they have been without a Triumph. Why is this important? Well, the Ballesteros go way back with the Club and were some of the first friends I made after acquiring the Brown Rat and joining up. For reasons unknown (and known) they are no longer active in the Club, which is a shame, but it got me thinking about some of the great times I've had with Kansas City Triumphs. So please let me share some experiences, not necessarily in order, before this fuzzy old brain burns out some bearings for good:

- Dicing with Paul on very dangerous roads to the Lake of the Ozarks. I could have passed him anytime, honest, but a certain passenger kept me under some semblance of control.
- Those "wonderful" steaks (and rooms) at Kal-Fran.... and we kept doing it. But the place did have a certain ambience, didn't it? Jags too, I remember.
- A great night on the Larry Don and not a bad dinner. Remember Nanci riding the bucking bronco when we got off the boat?
- Bribing the operator of the bumper cars at Bagnell Dam and banging each other for what seemed like hours. Lot's of stiff necks the next morning.
- Rockin' and rollin' with Dawna, more than once. She got rhythmmmmm.
- Going to Boulder, flat tire at 3:00 AM in western Kansas. TR-6 boot loaded with two weeks worth of gear, Nanci driving, me asleep and you all know where the spare is...we laughed about it a few days later, I think.
- Boulder, great fun and driving. Gary Davis and Herb Moore putting Sammy's engine back together in the parking lot. It was a very hot day. Me and Herb bonded forever after the offer of a real shower in my room.
- Wanda, what a woman.

- My neighbor Reed Black bungee jumping and Ann Adkins ski-sailing.
- Speaking of the Adkins', I give Randy the all-time title of "most intimidating" go-kart pilot.
- Skinny, trim, fit bodies around all the pools. OK....Jim, Cynthia, Charlie, Melanie et al still look like that, but gravity will take it's revenge.
- All The All Brits and my excruciating tenure as Secretary, VP, Director. But it was fun and met Greg and Lynn Virant. We ended up having all the same cars and became great friends.
- Speaking of All Brits....one word.....buckets.
- Got Bernie and Suzanne in a Triumph(s). Now we need to get him over the speed limit.
- Jim and Cynthia toasting the Stag's engine on the way to the Lake, instantly. And not letting it ruin their weekend, good form guys! Stiff upper AAA for sure.
- Rockford, man that was hot. But the best tour guide going, Margaret McBride. Then zoomin' back to KC with Pat Fischer at 104 mph and 104 degrees....she claimed I was holding her up! Another "what a woman" to her, by god.
- And of course, good friends like the Woodys, Maas, MacIntosh, McBean, T.R., Mr. And Ms. Cogentiality the Berry's, Birks, Givens, Lymans, Olson, Richard Peak, Shaw, Hotrodders Jay and Laura, MG Diane and on and on.

Sure, I missed some people. I could do ten more of these pieces and still not thank everyone who has made my "British Car Experience" most enjoyable. My point is that those who receive and (hopefully) read this Newsletter will be encouraged to get that Triumph on the road, come join us for some fun times this year and get a few great memories for themselves in the bargain.

Woody

UPCOMING EVENTS

Saturday, February 9, PLANNING MEETING, 6:00 PM

Fellow Members, this is in reality the most important Club event of the year. So let's all join at Laraine and Jack Edwards' home to help decide when, where, how and who for Kansas City Triumphs in 2002. Director Richard Woody and the Board met January 11th and we have some exciting new events to propose as additions to the calendar this year. Be there or be an MG driver (Diane is exempt)!! As usual, please bring an appetizer, covered dish or dessert and BYOB. **RSVP to the Edwards at 10133 Craig Drive, Overland Park, KS, (913) 381-8070, jhedward@swbell.net** (Directions: From Metcalf Ave. and 103rd St., go west on 103rd. Turn right on Lowell. Take first left onto 101st St., then next left onto Craig Dr.)

PAST EVENTS

PROGRESSIVE DINNER by Woody Underwood

The Progressive Dinner was, as usual, an outstanding success. At the first stop we went underground near Kearney for hors d'oeuvres at Jeff and Anita Shaw's wonderful earth-sheltered home. Jeff showed off their new 12 car (at least) garage and after the next two stops I think Anita might be more than a little concerned after seeing what one COULD do with that kind of space.

So after a nice drive through the back-country on a crisp, clear night with full moon we arrived at the Ponderosa; AKA Richard and Ann Woody's beautifully decorated "new" house for Smokehouse BBQ and all the fixins'. Dinner was very, very good. Work on the King Midget and TR-8 was dutifully inspected and approved by all Club members present.

Dessert and Toyland was next at John and Nancy Maas' absolutely incredible cottage near Gladstone; their place should be on the National Historic Register. More toys, antiques and 50's memorabilia than one could count. The coup de grace: A DeLorean in the garage. Everyone had to sit in it, of course, and everyone got a little "kiss" on the head from John Z. while getting out. I suggest we all show up during the next electrical storm, strap Mr. Maas in, get the thing airborne and.....

The Club's thanks to the Shaws, Woodys and Maas' for a truly fine evening filled with the spirit of the season.

Welding Services: Assistant Director Jeff Givens is the proprietor of Mobile Hydraulic Equipment in North KC. He has several highly-skilled welders on his staff and is offering their services to Club members at reasonable prices. Please: Small stuff is OK, no body panels etc. Contact: Jeff Givens at (816) 474-4643

TEN YEARS AGO

The KC Triumphs Sports Car Club was still active with driving events and parties in the fall of 1991. Following the Lawrence car show we met at the Metzgers for a picnic. Lynn & Susan served great chili dogs and cornbread. Jeff Givens came all the way from Omaha! Herb & Wanda Moore received the trophy for driving their car the longest distance.

The Oktoberfest Rally, hosted by the Austin Healey club, saw 13 Triumphs compete and 9 officially complete the challenging drive through the Kansas countryside to win the prize for the club with the most participants.

The Luthy's (Dick & Margaret) hosted a Chili Party that was well attended and the club annual dinner saw 35 members eat and drink at the Rodeway Inn.

New members (and now 10 year veterans) Bernie & Suzanne Hoff, and Dennis VanVelzer.

Put a TRIUMPH in your day. Paul McBride

P.S. In response to the Editors Notes (current) about "passing me anytime".....IN YOUR DREAMS.

ALL-BRITISH UPDATE by Steve Olson

Here is a brief report from the November monthly All-British committee meeting:

We confirmed that we will go to a 1 day event this year and that we will cut back on the effort and expense that goes into the program. By controlling expenses, we made a decent profit last year in spite of lower than hoped for attendance. We are planning to have a strong Internet presence in order to reach those who look there for events to attend. Bill Young from our club is heading up this effort. We will again be holding the event at the Airport Marriott but with the exception of informal tailgating Friday night, everything will be done on Saturday, August 31. The show will be held during the day and the awards will be presented at the banquet Saturday night. We will try to find other events in the area on Sunday like an auto race or autocross to recommend to our guests who want something to do on Sunday. We hope this change in format will please the majority and if not, we will consider changing it for 2003. We will meet again on January 21, 2002 at the Mission KS Scholtzky's and anyone interested is invited to attend.

(Ed. Note: Steve is the Kansas City MG Car Club representative on the All-British committee. Thanks for sharing this report and the following article which was originally published in the recent issue of "The Kansas City MG Post".)

MIDGET MUMBLINGS by Steve Olson

Today I have a hot topic for a cool day. After a much longer and dryer and warmer autumn than we had any right to even hope for, the weather finally turned normal and we all acted surprised. Here it was late November and our little cars still had the tops down and we were still mowing the lawn every week or two. Somehow we came to expect it to be like this all winter long. Oh well, back to reality.

When I finally raised the top on the Midget and switched the conveniently located heater valve on in the engine compartment, I fully expected to be warm and cozy as I drove to run some errands. Even though the outside temperature was above freezing, the inside temperature remained chilly even after several miles of driving. The heating and ventilation system in our black bumper Midget has never been good enough to even call adequate but this day it would rate as downright poor. I was sure it had been better than this last winter. Then I noticed that the temperature gauge, which usually indicates just above the ½ way mark, was only registering about ¼.

Well I suppose thermostats don't live forever. They are cheap and pretty easy to replace. Before I trotted off to the parts house, I remembered that their parts computer system doesn't usually list cars made before they made computers so I removed the old thermostat to take along as a sample. It was then that I noticed the thermostat was severely bent like it had been whacked with a hammer. Close examination revealed parallel scrapes on its top almost like threads. I looked into the upturned thermostat housing and noted the filler plug extending deep into the cavity. Mystery solved, too tall a thermostat or too long a threaded filler plug. Since the only mechanic who has laid a wrench on this car for the last dozen years is me, I guess I'll have to admit guilt.

It seems that the filler plug is off center in the cavity and only if the thermostat is turned so that the bail faces perpendicular to the crankshaft will there be sufficient clearance. I don't know if early Midgets, MGBs, MGAs or other cars share this design but I'm sure Triumph Spitfires do and probably there are others.

My attempts to straighten the mashed thermostat proved unsuccessful and so off I went to the parts house. To my pleasant surprise their computer did list my Midget and a thermostat was in stock. When asked if I wanted the 180 or 160 degree version, I asked if there was an even hotter one available. They found a 195 degree one and for less than \$5 I was on my way. Once I installed it, the new thermostat kept the gauge pointing just above 1/2 just like it does in summer weather. The heater put out warm air again. Someday I'll take the heater box apart and try to improve its design so it puts out hot air.

I chose the hotter thermostat not just because I wanted more cabin heat but because engines run more efficiently when they operate at hotter temperatures. At least up to the point where the fuel mixture pre-ignites and the oil vaporizes. With pressurized radiator systems and proper antifreeze/water mixtures, the coolant won't boil over even at 230 degrees so. I think using 190's as the thermostat setting like all modern engines is best. Especially so since modern motor oils can tolerate much higher temperatures than those from the last century. Others may of course disagree and that's why they sell 160 and 180 degree ones. It is still a free country.

If your heater doesn't put out hot air, look at the gauge and more importantly feel the upper radiator hose after driving the car a few miles. It should feel hot if you hold it firmly for a few seconds but it won't burn your hand. Watch out for the fan as it will trim your fingernails even if the engine is running cold. If the hose feels cold or barely warm, go spend \$5 and replace the thermostat and gasket. Don't over tighten the bolts or you'll be spending lots more trying to get the leaks stopped. If the radiator hose is warm but the heater hoses are not, look for plugged hoses or try turning on the heater control valve. On MGB's these valves often leak once turned on and careful engineering has placed them directly above the distributor so any small leakage will soon drown out the ignition. That's why many MGB drivers carry a new spare valve wherever they go. The British build great fun-to-drive sports cars but when it comes to designing creature comforts like rain protection, ventilation and warmth they seemed to trail the Americans by several decades. I guess we'll just have to bundle up more and drive our cars anyway. Gasoline prices are so low that it seems a crime not to be out there going someplace.



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



10133 Craig Dr.
Overland Park, KS 66212





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DIRECTOR'S NOTES

Sitting here looking at our schedule for the upcoming year makes me think of those famous words: Gentlemen, (and ladies too) start your engines! There sure are a lot of driving events on the schedule. Whoever participates in all of them deserves an award. It could be given out at our annual progressive dinner. It will be up to each member to let the board know if you do accomplish this though.

The TR8 went for it's first test drive last Sunday. We didn't have the top on yet, but who needs a top in February when it's 70 degrees outside. The car ran fine which really surprised us both.

Our activities start next month so make plans to get out to Randy and Ann's for our spring tune up on April 20th. We may need to check a few things before we go on all those road trips. To get our stomachs in shape there will be a club night out this month. Make plans to attend. I know Ann and I are looking forward to hearing about your winter.

Zoom, zoom, zoom, Richard and Ann

EDITOR'S NOTES

Some of you are receiving a "courtesy" issue of the Newsletter because you're not listed on the roster as a current member of Kansas City Triumphs. This is our way of letting you know that WE MISS YOU! A calendar of 2002 events is included in this issue. We encourage all "lost souls" to come join us somewhere, sometime and hopefully sign-up again. If you are a bona fide dues paying member and we goofed, our apologies...your spare copy of the Newsletter will make an attractive and practical placemat on the dining room table. (If you did not receive a newsletter with a club roster in January and wish to rejoin the club please send your dues to Laraine.)

Woody

PUBLISHER'S NOTES

Ah, there's nothing cozier than being inside a warm house while it's snowing outside. I just hope that we don't have any more power outages. Eight days was long enough for us.

You now have the option of receiving your newsletter by e-mail. This will help reduce printing and mailing costs and keep your dues low. I can send it to you as an attached Microsoft Word document and you can read or print it at your leisure. If you are willing to receive your newsletter in this format please e-mail me at yincynthia@hotmail.com.

Cynthia



Car Fires

by Pat Fischer

On May 23 of last year my TR250 was badly damaged by fire, and I'm going to tell you in this article how to stop this from happening to your car. At least, I'm going to give you the story and give you some tips I've learned in the meantime.

I was driving to work on 4-lane, divided Highway 69 south of Overland Park, KS. As I passed an exit, I smelled something burning coming from under the dash on the passenger's side. Once you've smelled plastic wire insulation burning, it's hard to forget, no? Then suddenly, there was a bit more smoke, visible now, and I pulled the car over to the right-hand paved shoulder lane out of the traffic. There was a lot of traffic, this was rush-hour. I turned the key off and waited for help. I was concerned about getting out of the car on the driver's side with all the traffic, and thought about trying to get out over the gear shift and brake handle to exit right. I took the brake off, thinking about it.

Then I noticed there was a bit of smoke coming from under the back of the hood on the passenger's side, too. There was a break in traffic, so I popped the hood latch and got out of the car on the driver's side to raise the hood. The heater control cable was glowing white and had melted loose from the heater valve. It had welded itself to the battery hold-down bar near the top. The battery hold-down bar had come loose at the bottom and was attached to nothing. I thought it might help to get the heater control cable away from other objects, but wasn't sure what to do this with. Obviously, disconnecting the battery would have helped, but that was best reached from the driver's side where all of the cars were whizzing by. I didn't understand what was happening and why the fire still had power with the ignition off.

My neighbor stopped about 30 feet in front of me and walked back to my car. "Has 911 been called?" she asked. I didn't know, as I didn't have a cell phone. Just then, there was more smoke puffing out and she went back to her car to call. I walked down toward her car, looked back and saw that my TR was moving toward us down the shoulder lane! I ran back up to it, pulled the passenger's side door open and tried to reach the brake handle. The car was filled with black smoke and the engine was turning over. I gave up, and watched the car roll down the shoulder lane. My neighbor saw the car moving and pulled her car down farther. The TR rolled about 30 feet straight down the shoulder then started to pull right. After it dropped one tire off the shoulder into the grass it turned sharply right and rolled down a

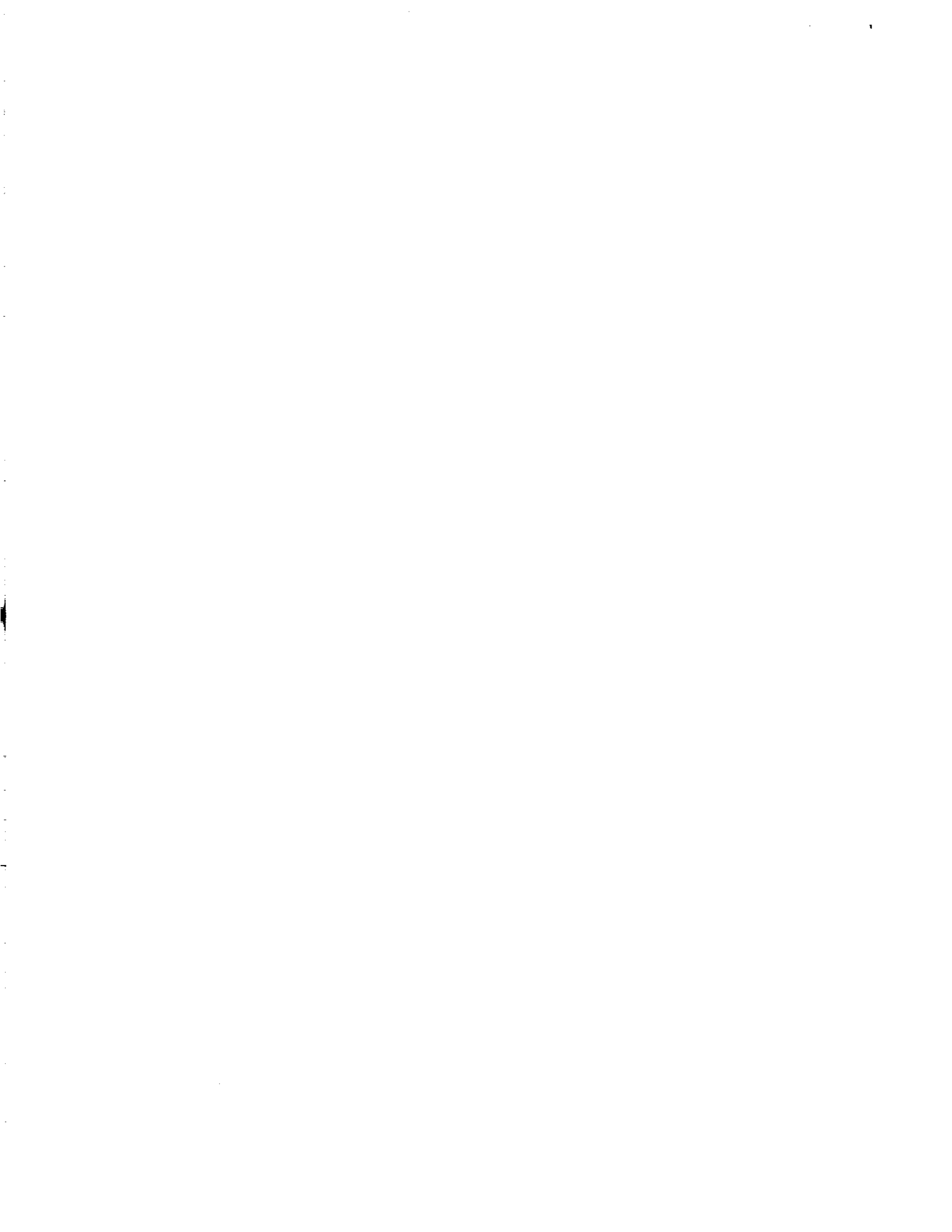
grassy slope to where the ground started back uphill again. It wedged itself there and burned. Through the back window you could see black smoke in the interior and occasionally flames. I got in my neighbor's car and waited for the fire department.

The fire fighters put out the interior fire with water. The battery had run down, so the source of electricity was gone.

And what we have pieced together was this: The heater control cable (wrapped in metal) crossed over (as normal) and wore through the ammeter wire, causing a short. The ammeter wire is hot, even with the ignition off, and it has all of the power of the car going through it. Turning the ignition off did not stop the source of the power for the fire. As current surged through the heater control cable, it fried (my technical term) everything in its vicinity, causing thick ropes of black, burned wiring bundles and sent this current through the whole electrical system. Much of this was under the dash, and it all got hot enough to start burning. Under the hood, the electricity burned the heater control cable loose from the heater valve, and it welded itself to the battery hold-down. Since the hold-down was hanging loose, the bottom end of it came into contact with the started solenoid, causing the starter to turn the engine over. I had taken the brake off, thinking to get out of the car across through the passenger's door and left the car in gear. You could argue that 1) the brake wouldn't have held it anyway and 2) that the car was better off rolling and burning 30 feet off the road rather than on the shoulder.

I was VERY lucky. The car did not roll to the left into traffic. And, although this fire was more likely to happen while I was driving due to vibration, it could have happened anywhere: my garage (under our house!), the parking lot at work to damage other employees' cars, anywhere. Remember, the ignition did not need to be on. I had great insurance that covered everything, all \$7,800 in repairs.

Those of you who know my car know that I take very good care of it. I've owned it since 1986, and have been working at restoration ever since then. But it still had that time bomb, a 30-year-old wiring harness. I've worked on the ammeter wire before, even recently, from my position upside down under the dash. But if that cable was wearing through the top of the wire I could not have seen it. Am I suggesting that you replace your wiring if there are no other problems? No, but I'm



suggesting that you take a few other steps to protect yourself from the hazards of these wonderful old systems.

1. Buy, and keep maintained, a portable fire extinguisher in your car and in your garage. The fire extinguisher you want is rated for Class B and C fires, those are for fuel and electrical fires. The extinguishers have icons on the side of the unit that show the classes, and a sample of what you want is provided below.



You have a choice today of a halon or a dry chemical extinguisher.

Halon: It is currently illegal to produce or import halon or halon extinguishers in the U.S., but those already manufactured can be sold. Halon extinguishers are popular because they are highly effective, dissipate rapidly and leave no residue so they don't damage what they're protecting. They do not conduct electricity, a good thing around live electrical equipment. The chemical is good for about 10 years. On the negative side, halons are among the most ozone-depleting chemicals in use today, and they are expensive.

Availability: Manufacturers have stockpiled halon and some companies are converting systems from halon, (recycling) so it is currently available.

Discussion: You can buy a couple dry chemical extinguishers for the cost of one halon extinguisher. Ozone depletion is a serious consideration (given that our cars already do that on their own) and the cost to refill a halon extinguisher can only go up as supplies tighten. You could argue that the chances of your actually using the extinguisher is slim, and therefore the release of halon would be minimal for your use. I've noticed that the halon extinguishers do not have the hose for application that is a highly recommended fire extinguisher feature (see below). Maybe it's not as important for this chemical. For further thought, I recommend you to the EPA Web site at <http://www.epa.gov/ozone/ods.html>

Dry chemical: This is the type of extinguisher you're more familiar with, using a dry powder to extinguish the flames.

Your extinguisher(s) should:

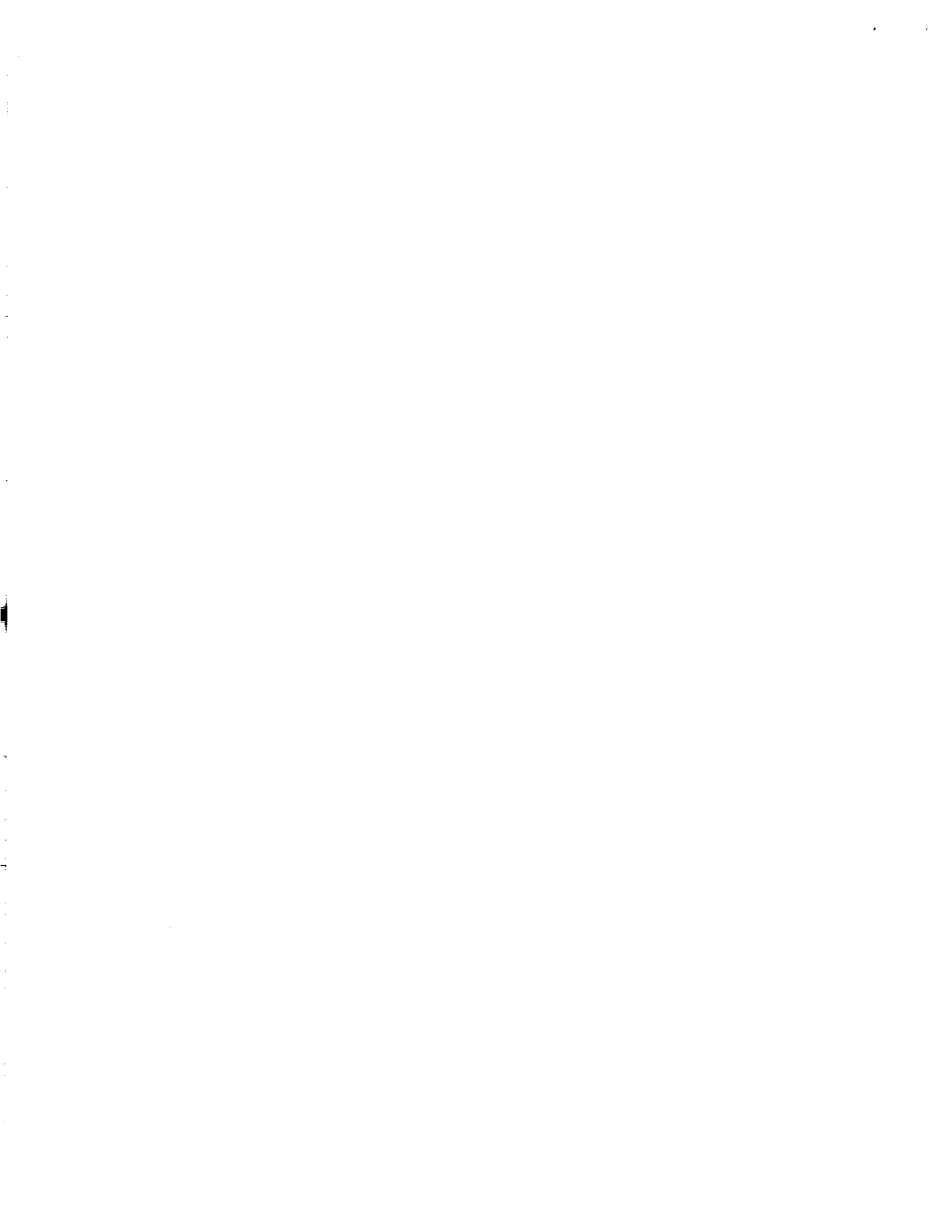
- a. **Have a head and handle that is all metal.** Avoid those extinguishers with heads made of plastic. The extinguishers that have plastic heads can also have plastic tubes that go inside the tank to pull the chemicals out. Those plastic tubes often degrade, leaving the chemical at the bottom where you can't reach it when you need it.
- b. **Have a hose for reach and aim.** You'll be using this extinguisher without the protective gloves that fire fighters use, and you may need to angle the chemical spray under the hood from a wheel well or under the dash. It will be much easier with a hose to aim, reach and keep your distance.
- c. **Should be at least 5 lbs. (dry chemical variety).** Extinguishers with less volume run out of chemical within seconds.



Figure 2.47 A hand-carried dry chemical fire extinguisher used for Class A, B, and C fires.

Instructions for use, from the book, *Essentials of Fire Fighting, Second Edition* by the International Fire Service Training Association:

"While the operating procedures of each type of extinguisher are similar, you should become familiar



with the detailed instruction found on the label of the extinguisher. In an emergency, every second is of great importance; therefore, everyone should be acquainted with the following general instructions applicable to most portable fire extinguishers. The general operating instructions follow the letters P-A-S-S.

P - Pull the pin at the top of the extinguisher that keeps the handle from being pressed. Break the plastic or thin-wire inspection bands as the pin is pulled.

A - Aim the nozzle or outlet toward the fire. Some hose assemblies are clipped to the extinguisher body. Release the hose and point.

S - Squeeze the handle above the carrying handle to discharge the agent. The handle can be released to stop the discharge at any time. Before approaching the fire, try a very short test burst to ensure proper operation.

S - Sweep the nozzle back and forth at the base of the flames to disperse the extinguishing agent. After the fire is out, watch for remaining smoldering hot spots or possible reflash of flammable liquids. Make sure that the fire is out."

Whether the extinguisher is in your car or garage, make sure that it's easy to get to. A friend of mine keeps his in the trunk inside a plastic tool box that keeps it from rolling around. Mounted inside your car is good if you can find someplace to put it, often difficult in our tiny cockpits.

2. That covers fire, but doesn't cover everything. A fire extinguisher would have been little help in my disaster if I couldn't first get the source of the fire's power shut off. Get some kind of quick release for your battery, so you're not spending precious time fumbling with trunks, tool boxes and wrenches. This switch can be purchased for installation right at the battery terminal. For my car, the shop installed a battery shut-off switch, and the car was rewired so the engine will die when the switch is

turned off. This acts as both safety device and theft deterrent.

My car fire caused a lot of damage. It burned the wood dash, the dash top and lower crash pads, the instrument cluster, the glove box and its contents, the front wiring harness, the windshield, the driver's and passenger's visor (which melted and damaged the seat) and bubbled paint on the cowl. It burned up the solenoid and starter. Water and smoke soaked the carpet and pad. The new front wiring harness wouldn't plug into the old rear harness, so a new rear one was purchased, too. Smoke and heat would have required the replacement of the soft top; I had already purchased one for installation scheduled for the week after the fire. The fire was damaging and expensive. So, the next thing you need is:

3. Insurance. Check to see that you have insurance to cover this car that you've put so much time and effort in. Keep it updated for the value of your car. You can research your car's current value on the Web at <http://www.nadaguides.com>. This site lets you put in classic cars from 1922-2002 along with its options then gives you a price range for your value. Print it off and keep it with photos of your car. And take the precautions to protect your car and your property from the frailties that necessarily come with any vehicles that mix flammables and electricity.

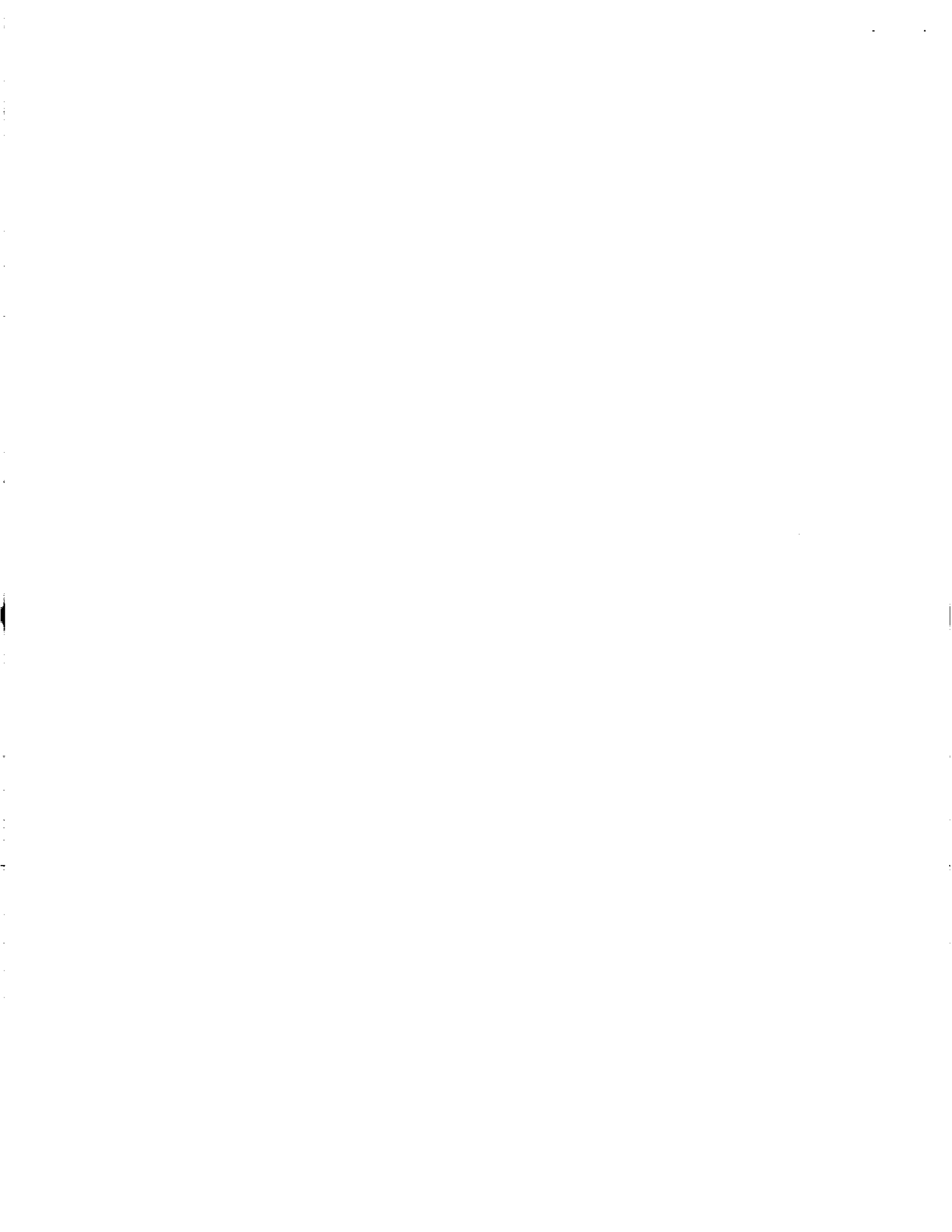
Oh, by the way, I don't usually drive my TR to work, but it happened to be British Car Week.

For assistance on this article, my thanks to James McKenzie, LABCC member and fireman in Lawrence, Kansas. Also, Brian Haupt of Carriage and Motor Works, who put my car back together and talked to me about halon extinguishers. Fire extinguisher instructions are from the *Essential of Fire Fighting* copyright 1983, by the Board of Regents, Oklahoma State University.

PAST EVENTS

PLANNING MEETING by Woody Underwood

We had a great turnout for this year's Planning Session, enjoyed good food, conversation, even a little tire kicking around the Edwards' midnight blue TR-4. Everybody thanks Jack and Laraine for the hospitality and use of their lovely house for the meeting. (They didn't even hide the pool.) Director Richard Woody did an outstanding job moderating discussion about events planned for the year and not a single wallflower in the place; every person in attendance volunteered to help in some way. Are Kansas City Triumphs back in the fast lane? The calendar for the year follows. As you'll be receiving this Newsletter sometime in early April, events planned for the next couple of months are firm but future excursions may be subject to date changes, cancellations etc. Point persons and their phone numbers are included with event information...RSVP's are important, please.



2002 Event Calendar
(Triumph Club sponsored event)

March 7 CLUB NIGHT OUT 6:00 PM.

We will meet the first Thursday of each month. For March and April meet at Barley's Brewhaus & Restaurant, 9083 Metcalf, Overland Park, KS, 913.642.4450. Barley's is actually off 91st Street, east of Metcalf, on the north side of the street in the Gateway Plaza.

Point Person: Paul McBride, 913.441.0499, PMCBTR3@aol.com (No RSVP required.)

March 23-24 MISSOURI ENDURANCE RALLY

The St. Louis MG Club are sponsoring this interesting event which starts at 6 a.m. on Saturday at the Hooter's parking lot in Maryland Heights. You are given until 2 a.m. Sunday to reach all of the locations given at the meeting and take Polaroid pictures of you in front of the locations. The goal is to cover the least number of miles. The awards are given at a breakfast ceremony at 9:30 a.m. Recommended lodging is at the Red Roof Inn Westport, 314.991.4900.

For registration and more info contact Robert Rushing, mgslime@swbell.net, or Mike Pentecost, mhpent@peoplepc.com, or call the MG Hotline, 614.995.TOMG. If you want a handout describing the event, call Cynthia Yin, 913.642.1769.

April 4 CLUB NIGHT OUT

See above.

April 20 SPRING TUNE-UP/CLEAN-UP 9AM to 3PM.

At the Adkins' home, 13423 Reynolds Rd., Kearney, MO. Shine/tune-up the Triumph, bring some food to share and your own drinks, have fun and be prepared to clean up after yourself.

Randy and Ann Adkins, , 816.415.9584, raadkins@msn.com

April ?? TOUR OF FT. LEAVENWORTH & HIGH NOON SALOON

Meeting place TBA. Nice tour of the Fort c/o Jeff, was a blast last year gravel and all. High Noon may cater this year at a park on base.

Jeff Givens, 913.727.9075, Givens@lvnworth.com

April 28 SWAP MEET @ HURST'S

Woody Underwood for directions. 816.523.8356, woody@prodigy.net

May 5 LOUISBURG CAR SHOW

May 11 DRIVE-IN MOVIE NIGHT ??

May 18 CHANUTE CHUTE-OUT

High speed time trials at the Chanute, KS, Airport.

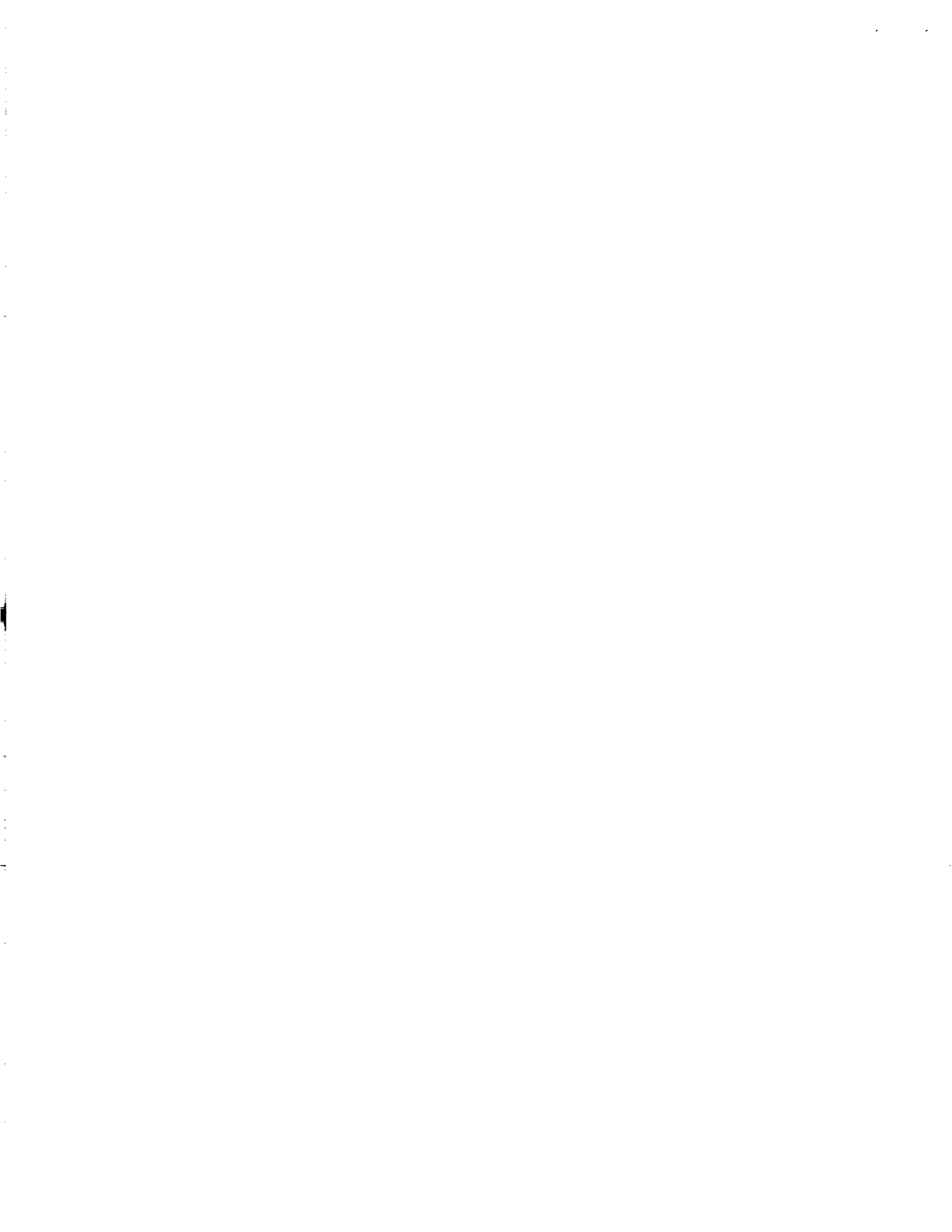
Jim Brady, 913.642.1769, jbrady06stprintspectrum.com

May 19 MID-MISSOURI CAR SHOW Fulton, MO

May 25 ATCHISON KANSAS FLY-IN

Big air show for older aircraft, attracts a lot of vintage automobiles.

Gary and Dawna Davis, 913.441.2733, adams2davis@msn.com



June 1 ARCA RACE AT KANSAS SPEEDWAY

RSVP for tickets a must, meeting place TBA. Several members went last year and had a very good time. No gravel, but some mud (Sorry Jeff).

Jeff Givens, 913.727.9075, givensj@lvnworth.com

June 7-8 HEARTLAND REGIONAL MG MEET

This annual meet will be at the city courthouse grounds in St. Joseph, MO. Everybody welcome and they usually attract around 100 vehicles. Official hotel is the Drury Inn. On Friday night registrants are invited for a free cookout. Bring your own drinks and chairs. The car show is on Saturday morning.

For more information, contact Rob Camblin, 816.795.9628, or Mel & Itsy Finch, 816.941.8454, itsy@sky.net

June 14-16 THE SPRINT VINTAGE GRAND PRIX

at the Mid-Ohio Sports Car Course in Lexington, Ohio. Triumph is the featured marque.

For info, contact T.R. Householder, 740.653.1686 or 614.554.1923, trhouse@greenapple.com. or Joe Alexander, 319.266.6044, N197TR4@cs.com or check out www.fot-racing.com, www.midohio.com, www.svra.com, and www.mansfieldtourism.org

June 15 ALL-BRITISH CAR CLUBS PICNIC sponsored by the KC MG Club.

June 29 CRUISE NIGHT/WABASH BBQ

Meet in Liberty for the BIG "cruise park", then off to Excelsior Springs via back roads for blues and BBQ.

Richard Woody, 816.628.4154, sailor56@peoplepc.com

July 13 LONDON TO BRIGHTON RUN

Driving event in Indiana sponsored by the Indiana British Car Union.

Contact Don Hayman, 317.887.3867, mgdr@quik.net

July 16-19 VTR NATIONALS @ RED WING, MINNESOTA

The Nationals are always a good time and KC Triumphs always have a good turnout. Richard can lead a caravan. For more information on the meet check out www.vtr.org and click on the 2002 VTR National link.

Richard Woody, 816.628.4154, sailor56@peoplepc.com

July or August ?? MCPHERSON KANSAS TOUR

Jack Edwards, TBA

July 26-27 CARTHAGE, MO, ALL-BRITISH CAR SHOW

August 3-4 LAKE OF THE OZARKS

We're going back to the Ozarks for a little yachting courtesy of the Lymans and McBeans. This could include an evening of fine but casual dining, maybe some bumper cars/go-karts and of course the outlet malls. This is an overnight trip. Reasonably priced lodging available close to their boat slip near Bagnell Dam, please RSVP and they'll arrange. We'll probably stop by the Moores' home in Windsor and visit with Herb and Wanda along the way.

Doug and Karen Lyman, 913.383.1006, klyman@kc.rr.com

August 17 SWIMMING AT THE EDWARDS

The Edwards have graciously invited us for a dip in their pool. We bring snacks or potluck? Details later.

Jack and Laraine Edwards, 913.381.8070, jhedward@swbell.net

August 31 KANSAS CITY ALL BRITISH CAR AND CYCLE MEET

It's a one day Saturday event this year with an awards banquet Saturday night. This year it will be at the Park Place Hotel at I-435 and Front Street in north KCMO. Registration forms will be available in the summer. Our All-British representative is David Mackintosh, 816.254.5614.



September 20-22 INDY BRITISH MOTOR DAYS

Welcoming party, tech sessions, fun rally, car show and awards banquet in downtown Indianapolis. Featured marque is Austin Healey.

Contact the Indiana British Car Union, Don Hayman, 317.887.3867, mgdr.quik.net

September 21-23 SAINT LOUIS ALL BRITISH

A lot of KC folk have driven over to this event in years past and given it rave reviews.

Gary and Dawna Davis, 913.441.2733, adams2davis@msn.com

September 28 CHILI SUPPER AT WOODY'S

OK, it's become a classic. Don't miss it. 1218 West 61st Street, KC, MO.

Woody Underwood, 816.523.8356, woody@prodigy.net

October 6 LAWRENCE CAR SHOW

Really good show, very eclectic, free, just drive in and park. Usually 100/200+ cars. At the County Fairgrounds. We usually meet at the McDonald's in Lenexa, on 87th St. west of I-435 for breakfast first.

October 19 ROARING RIVER

Jeff Givens

October 11-13 GOODGUYS HOTROD NATIONALS

One of the largest hot rod/street rod shows in the country, outside, at Kansas Speedway, on gravel.

John Maas 816.452.9097, jomaas@mwis.net

November 2? ST. JOSEPH ANTIQUE RUN?

November 9-10 GUY FAWKES CAMPOUT

MG Club event. On the Rollert's land east of KC. Comes highly recommended by Msrs. Brady and Olson. Camping trip, but space in cabin or campers usually available for those adverse to tent camping. B.L.O.B. (Bring Lots Of Booze)

Geoff & Christine Rollert, 816.532.0757, timesrite@myexcel.com

December 7 PROGRESSIVE DINNER

Hosted by the McBeans, K. Smiths, and Yin/Bradys in Johnson County, but not necessarily in that order. It's becoming almost impossible to find banquet space for groups of our size to dine at reasonable prices. The consensus of members attending the planning meeting was to combine the events this year...more to come. Cynthia Yin, 913.642.1769, yincynthia@hotmail.com

If you would like to host an event or have ideas for new events please contact Club Director, Richard Woody.

For Sale: Charlie Hoch has information regarding a nice blue TR8 for sale in Topeka. For information, contact Charlie, 785-478-3799, Choch@ksccable.com or call the seller, Dennis Parry, 785-862-7363.

Welcome to the Club: (Please add to your directory.)

New Member: Mark Sell
807 Beacon
Kansas City, MO 64125
816-231-8284

Returning Members: Steve and Carol Olson
3540 N. Kenwood
Kansas City, MO 64116
816-452-3540
solson@planetkc.com





**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**

24 Volume ~~XXXX~~, Number 3
May/June 2002

CLUB OFFICERS

Directors: Ann & Richard Woody, 816-628-4154,
sailor56@peoplepc.com
Asst. Director: Jeff Givens, 913-727-9075, *Givensj@lvnworth.com*
Secretary-Treasurer: Laraine Edwards, 913-381-8070,
jhedward@swbell.net
Historian: Paul McBride, 913-441-0499, *PMCBTR3@aol.com*
Technical Advisor/Publicist: Gary Davis, 913-441-2733
adams2davis@msn.com
Newsletter Editor: Woody Underwood, 816-523-8356,
woody@prodigy.net
Publisher: Cynthia Yin, 913-642-1769, *yincynthia@hotmail.com*

For membership information, address corrections, changes or additions,
contact: Secretary-Treasurer, Laraine Edwards,
10133 Craig Dr., Overland Park, KS 66212
Annual dues are \$15, payable to "KC Triumphs".

DIRECTOR'S NOTES

What a relief! Tax season is over. Winter is over. Triumph season has arrived. Ladies and gentlemen, start your engines! Before we start those engines let's talk about safety. I think it is a good idea to begin our new driving season with some safety reminders. Last year when I was getting ready to think about a safety article, Woody Underwood wrote a wonderful safety article. This year Pat Fisher did it for me. In last month's newsletter Pat gave us some good information about fire extinguishers. She also conveyed the importance of inspecting the car's wiring for bare spots caused by chafing. If you missed her article please take a moment to go back and read it. Thanks, Pat.

I am happy to report that the TR-8 is completely back together once again. I still haven't rebuilt the engine which is making me a little nervous. The TR-8 is looking mighty fine. I'm hoping the engine can wait until my next winter's project.

May will begin our top down, fun in the sun driving activities. Hope you made it to Randy and Ann's for the spring tune-up. After that we should be in good shape for all those summer and fall driving events. Check our calendar and choose what events you would like to participate in. Please give advance notice to the appropriate point person in charge of each activity. Some events require meal arrangements and the restaurants involved need advance notice.

Zoom, zoom, zoom, *Richard and Ann*

EDITOR'S NOTES

Just got back from a 3000 mile road trip to Phoenix and I'd like to thank the Oklahoma Highway Patrol for being a great bunch of guys (And girls). It's 8:30 AM on 54 out of Liberal on my way to Albuquerque and I'm running 90+ mph (Speed limit is 65). Crossing the border I notice a white Mustang GT parked on the opposite side of the road. Yep, it's Smokey and he stops me. We exchange greetings, he checks my documents and then we talk cars for 15 minutes (He's never seen a hatchback BMW). Then, wow, it's get the hell out of here and slow down a little...no ticket, no warning. The next three troopers I pass all smile and wave at me...and I'm still running about 85. Cops in touch with the real world, god bless em!

So now I've got the Bimmer and TR-6 snipping at each other in the garage, something about "I got road trip and you didn't, Dad likes me best". Guess it's time to get the Brown Rat out for some exercise and put an end to this sibling rivalry. Come on Springtime, me and the 6 are ready for some sunshine and twisty roads!

Woody

P.S. The absolute worst stretch of highway during the whole trip: I-70 from the Missouri state line to Independence.

PAST EVENTS

CLUB NIGHT OUT by Woody Underwood

About 20 Club Members attended the latest CNO at Barley's Brewhaus. A cool night not very conducive to British ragtops, but there were a couple of TR-6's (Tops down!) and a Midget in the parking lot (One new member and the usual suspects; I don't think the Mass' and Olson's ever get cold). A good time as usual...this is a great place for fine food at reasonable prices with excellent service. And they like car nuts.

UPCOMING EVENTS

May 2 CLUB NIGHT OUT 6:00 PM

Meet again at Barley's Brewhaus & Restaurant, 9083 Metcalf, Overland Park, KS, 913.642.4450. It is actually on 91st Street, east of Metcalf, on the north side of the street in the Gateway Plaza. The food and service have been great at the last two outings. Join us!
Point Person: Paul McBride, 913.441.0499, PMCBTR3@aol.com (No RSVP required.)

May 4 S.L.I.M. Run

Sponsored by the KC MG Car Club, this driving event leaves from the McDonald's in Platte City at 9:00 AM. You can meet as early as 7:00 AM for breakfast. The destination is Manhattan, KS, with an overnight stay at the Super 8 Motel, 785-537-8468 (\$55 + tax). RSVP to Gerry Cahill, 816-224-9056, MGPrez@hotmail.com.

May 11 DRIVE-IN MOVIE NIGHT 6:30 PM

Meet at Back Yard Burgers, 5959 Barkley, (just south of Johnson Drive) in Mission KS. We will have burgers then head to the Boulevard Drive-In at 1051 Merriam Lane.
Point persons: Kevin and Janet Smith, 913-492-0825.

May 18 CHANUTE CHUTE-OUT

High speed time trials at the Chanute, KS, Airport. Call Jim if you want to caravan.
Point Person: Jim Brady, 913.642.1769, jbrady06sprintspectrum.com

May 25 ATCHISON KANSAS FLY-IN

Big air show for older aircraft, attracts a lot of vintage automobiles. Call or look in "Fun on Wheels" for meeting details.
Gary and Dawna Davis, 913.441.2733, adams2davis@msn.com

June 1 ARCA RACE AT KANSAS SPEEDWAY 9:00 AM

Meet at the Parkville, MO, farmer's market parking lot. (Take 9 Hwy to downtown Parkville. Head south on Main Street. Farmer's market is just south of the railroad tracks.) Depart for the track at 9:30 AM. RSVP for tickets a must.
Jeff Givens, 913.727.9075, givensj@jvnworth.com

June 6 CLUB NIGHT OUT 6:00 PM

Barley's Brewhaus & Restaurant, 9083 Metcalf, Overland Park, KS, 913.642.4450.

June 7-8 HEARTLAND REGIONAL MG MEET

See enclosed registration form.

June 15 ALL-BRITISH CAR CLUBS PICNIC sponsored by the KC MG Club.

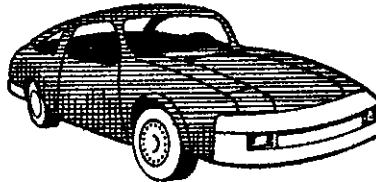
All Triumphs members are welcome to attend any Kansas City MG Car Club events. Check out www.KCMGCC.com or call the club hotline, Cecil Kimber, 816-795-9628.

June 29 CRUISE NIGHT/WABASH BBQ 5:00 PM

Enjoy Custom and Classic cars at the cruise in front of Sutherland Lumber, Hwy. 291 and Brown St., Liberty Mo. After the cruise we will take a scenic drive to Wabash Barbecue in Excelsior Springs Mo. to hear the blues band, "Johnny and the Repeaters". Meet in Liberty 5PM or at the Wabash at 7:15 PM .
Point Persons: Richard and Ann Woody, 816-628-4154, sailor56@peoplepc.com

July 16-19 VTR NATIONALS @ RED WING, MINNESOTA

The national Vintage Triumph Register car show and convention is always a good time. Richard can lead a caravan. For more information on the meet check out www.vtr.org and click on the 2002 VTR National link. Richard Woody, 816-628-4154, sailor56@peoplepc.com



TEN YEARS AGO

Kansas City Triumphs board members during 1992 were: Bob & Marilyn McBean, Dick & Margaret Luthy, Jim Brady & Cynthia Yin, Marice Ballesteros, Gary Davis, Pat Fisher, and Paul McBride.

The season's activities began with a February soup & stuff party at the McBeans', a March visit to the K. C. Classic Auto Display which included a car wax demonstration, and 25 members toured the Steamboat Arabia Museum in April.

The May newsletter began a new Technicalities column by Gary Davis. He listed ten suggestions to promote summer engine cooling. Jim Brady reported on Dick Woody's novel way of setting the correct SU carb mixture. (Ask them about it sometime.)

We had 91 members on the roster and 122 cars. 24 TR2s,3s; 21 TR4's,250's; 30 TR6's; 10 TR7's,8's; 33 Spitfires,GT6's and 4 others.

Put a TRIUMPH in your day! *Paul McBride*

BOOK REVIEW by Steve Olson

TRIUMPH CARS IN AMERICA by Michael Cook

This recent publication tells the story of how Triumph cars were marketed in the USA. Full of facts and rarely seen photos (black and white) from the 50's right up to the bitter end in the 80's. The early struggles, the glory days, and the tragic end of the saga are all covered in detail. The book held my interest even though I knew that happily ever after was not going to happen. Not only are all the TR models covered, so are the Spitfire, GT6, Herald, Stag, Sports 6 and other lesser known models. At a list price of only \$24.95, no Triumph owner should miss reading this book. I found a copy at my Mid Continent Public Library but it is the only one in their entire system. You can order it at your branch and your name will go on the waiting list and sooner or later they will get it in and notify you. Or you can check your favorite bookseller to purchase your own copy. Or put one on your Christmas list and try to be extra good until then.

TINKERING TIPS by Jim Dunlap

"More On Fire Protection"—Reading Pat Fischer's recent article on fire protection and the damage to his TR250 was good advice for all of us.

I'd like to provide some additional tips under the category of preventative medicine. Although it is an excellent tip to carry a fire extinguisher (or two!); a portable bottle won't stop a fire that has a good source of fuel or heat.

For less than \$20 one can purchase a battery cut out switch; install in an easily accessible location on the positive leg. Most sanctioning competitive automobile groups require such a switch to pass tech inspection for cars with trunk-mounted batteries. It also is a good anti-theft device.

Concerning gasoline, if your car is running multiple carbs as much British iron does, check or replace plastic fuel line 'Ts'. A cracked one can really ruin your day. Or install a simple 'Y' block. About \$20. Also replace flexible fuel lines every 5 years.

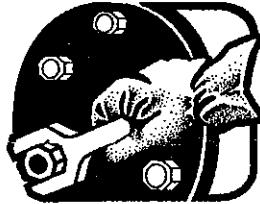
For instant fuel shut off, you can install an automatic fuel line valve. This will stop fuel at the tank if the fuel pump shuts off. Available from Holley for about \$60.

My TR7 has a lower tech and cheaper method. It has a dial-type fuel regulator labeled "Turn CCW for shut off".

Years ago, when I was young and dumb, my MGB broke a fuel fitting. I drove it from San Francisco to Oakland with a sandwich bag taped to the fitting and the fire extinguisher in my lap!

I'm itching to start working on the 7. I'm redoing the cockpit again, some electrical and exhaust work and fabricating sub frames. Somewhere between the car's age, the suspension modifications and our wonderful potholes; the chassis is taking a pounding. I got a new stitch welder and am ready to do some damage.

Happy tinkering and driving.



For Sale: TR7-8 parts: 1 L531carb adj. tool, 2 tie rod ends, 2 used Zenith carbs. with new rebuild kits, one 5 speed transmission w/ bell housing for TR7 #V3334 -14f7. \$200 OBO for all.

William Lunsford, 205 Haller St., Boonville Mo. 65233. Phone 660-882- 7335 after 6PM. He will deliver to KC.

For Sale: 1969 TR6 For Sale. Runs & drives great. New interiors and lots of other new parts. Asking \$3,500 OBO. Will take an RV Trailer or trade for a fishing boat.

Carlos A Disdier, 918-521-6053, Tulsa, OK.

For Sale: 1975 TR-6, BRG/Tan; 500 miles since frame-up restoration of rust-free Texas car. 54,000 original miles and stored since 1981. Everything new. Over \$30,000 invested in restoration. Asking \$15,500.

Ricci Ballesteros 913-677-5760 (home) 816-289-7888 (cellular).

For Sale: 1974 TR-6 White/black/black top. Good condition and serviced locally. Good body and interior, original radio, top has small tear on one side. Clutch replaced, front end worked on, new battery, needs tires. Car was re-painted before we bought it in 1985 and has been driven only 1000 miles since then. Actual mileage unknown. Always garaged. \$5750.

Debbie Lane 816-234-8046.

FUN ON WHEELS

The Fun on Wheels section is back up and operating in the Kansas City Star automotive sections, so Mr. (Gary) Davis still has a job. Remember, point people should contact him before an event so he can get it listed and don't forget to check it frequently for any changes that might be made to scheduled events.

Welcome Back! Members Bernie and Suzanne Hoff are back in Wichita.

BRITISH CAR FLUIDS

BY ROGER GARNETT

(Editor's Note: This article is from the website <http://www.team.net/sol/tech/fluidcht.html> I thought it might be timely.)

This page was last updated on 04/27/00

[If anyone has additions, comments, complaints, questions, etc. please mail them to me directly. I will make appropriate changes, repost here, if necessary.] RG

Here's a chart of some acceptable, available fluids for your British car: {as always, check the specs for your car!}

Brake and Clutch

- ? DOT3 -Do not use on British cars it WILL rot your seals.
- ? DOT4 (DOT4 should be flushed and replaced at 2-3 yr intervals)
 - ? -Castrol LMA -Low Moisture Absorbent, easy on seals
 - ? -Girling
- ? DOT5 (Silicone) Doesn't absorb water, or remove paint. Can be a bit harder to get the air out, and may be more prone to boiling in heavy braking usage. Fantastic for long term storage -Good for 5+++ years.

(While DOT4 and DOT5 are officially compatible, for best performance, it's best not to mix them.)

Hydraulic Lever Arm shocks

This should be an hydraulic oil designed for this application, with anti-frothing additives. A small hand-pump oiler with pointed nozzle is very handy for filling shocks.

- ? OEM Girling, Armstrong, or Lockheed Shock oil, if you can find it.
- ? 20/20w motor oil, except cold conditions. (From AH Sprite manual)
- ? Motor Cycle Fork oil.
 - ? Castrol Fork Oil. Available in 20 & 30

- wt. (30 works good)
- ? 90 Wt Gear oil or STP. For really stiff shocks (competition use.) (Note- this may reduce the life of the seals)
- ? Hydraulic jack or ram oil?

Carburetor Piston Dampers

Factory recommendations may be motor oil, or special damper oil.

- ? Solex Carb or SU Damper oil, available from some mail-order places.

For light damping (faster response):

- ? Marvel Mystery Oil (very good for this application)
- ? Automatic Trans Fluid
- ? 3 in 1 oil

For moderate damping:

- ? 20 or 30 w Engine Oil
- ? 20-50 wt Engine Oil

Transmission

Check your specs! Some cars specify Hypoid gear oil, some engine oil, and others!

- ? 90 or 85-90 Hypoid Gear oil - For required high shear strength usage.
- ? 85-140 Straight oil. (Older straight cut transmissions/rear-ends)
- ? 75-90 GL5 MTL (Redline synthetic)
- ? 30 wt, non-detergent, or engine oil (MGB Spec)
- ? Automatic Trans Fluid -This can be good for short term usage, to clean things out & free sticky syncros. May be prone to more leakage. Spec'ed for some newer gearboxes, or some with internal oil pumps (TR7-8).

Oil-lite Bushings (Some pilot bearings, etc.)

- ? ATF

Rear Differential

usually a high shear strength "Hypoid Gear Oil"

90 wt, or 85-80. Some older cars require STRAIGHT 140wt.

Steering Gear

if you have power steering, check manufacturers recommendation.

- ? 90wt Hypoid Gear Oil -many rack & pinion, others.
- ? Grease- some worm and sector, other boxes.

Wheel Bearings

use a high quality, high temperature bearing grease. ie:

- ? Castrol or other good wheel bearing grease.

Grease fittings

the stuff you use your grease gun for

- ? Lithium Grease
- ? Silicone grease -For suspension and other components where rubber is present, this will prolong the life of the rubber.

Trunion Fittings (TR's and others)

- ? 90 wt Oil. (Not Grease) - application methods: fill the cartridge with oil, or just invert the top of the gun with the lever, fill the depression with oil and pump away.

Cooling System

- ? 50-50 mix of water and Anti-Freeze is best for *most* applications. This offers the best Anti-Corrosion, Anti-Freeze, and Cooling capabilities. If you have an Aluminium head or block, you ought to make sure that your anti-freeze spec'ed for use with Al.
- ? Water with a corrosion preventing additive. Note: Distilled water is preferred for all cooling systems, to prevent ionization and mineral deposits (and even reduce deposits).



13th Annual Heartland MG Regional Information Guide

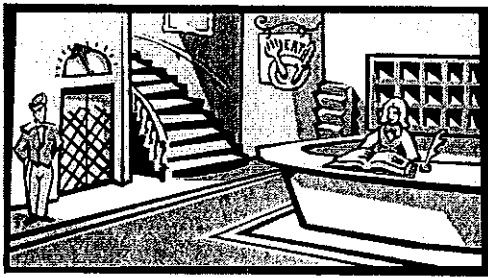
The Heartland MG Regional returns to St. Joseph, Missouri on June 7 and 8, 2002.

The Drury Inn of St. Joseph is this year's host hotel.

We strongly encourage all participants to register early with the hotel.

The car show is again being held at the St. Joseph Civic Center Park located outside of City Hall.

Local civic organizations will be providing refreshments at the car show site. For your pleasure we will again have the Midwest Artist Association joining us in the park.



Hotel Accommodations are provided by the
Drury Inn of St. Joseph
Special room rates of \$59.99/night + tax are
available by calling (816) 364-4700
prior to May 24, 2002 and
mentioning the "Heartland MG Regional".
After that date, rates are subject to change.
Coupons or other discounts may not be used
in conjunction with this special rate.
We have reserved a block of 50 rooms at the
above rate. There is a limited number of
rooms with king size beds. The majority of
rooms have two doubles.

Schedule of Events

Friday, June 7

5 PM TO 10 PM

Heartland Reception
Drury Inn

6 PM to 8 PM

Registration/Reception
Hospitality Suite

Saturday, June 8

9 AM to 10:30 AM

Registration/Staging – Civic
Center Park

9 AM to 3 PM

HEARTLAND REGIONAL –
Car Show, Swap Meet, Vendors,
DJ, Photo contest, and Regalia

11 AM to 1 PM

Popular Voting -- All registered
participants (Ballot Box is at the
host tent)

1 PM to 3 PM

Tech Sessions – On the Green

4 PM to 6 PM

Rally – Come join the adventure

7 PM to 8:30 PM

Awards Banquet – At St Jo
Frontier Casino

Have a question, you can email us at info@heartlandmg.com or call (816) 795-9628. We'll be happy to answer your questions and help you enjoy the **HEARTLAND MG REGIONAL** experience. Visit our website at www.heartlandmg.com for show updates.

Heartland MG Regional Registration Form

Name _____ Spouse/Significant Other Attending _____
 Address _____ City _____ State _____ Zip Code _____
 Phone (____) _____ Club Affiliations _____

| | YEAR | MAKE | MODEL | COLOR | CLASS | |
|---|----------------------|--------------------------|-------|-------|-------|--------------------------|
| Vehicle#1 | _____ | _____ | _____ | _____ | _____ | \$22.00 |
| Additional vehicles @ \$8.00 each | | | | | | |
| Vehicle(s) | _____ | _____ | _____ | _____ | _____ | \$____.00 |
| Vehicle(s) | _____ | _____ | _____ | _____ | _____ | \$____.00 |
| T-Shirt(s) | _____ XXXL _____ XXL | _____ XL _____ L _____ M | | | | \$____.00 |
| (COST 14.00 EACH) (COST 12.00 EACH) | | | | | | |
| Number Attending Evening Awards Banquet Buffet | | | | | | \$____.00 |
| Adult _____ @ \$20.00 | | | | | | |
| 5 to 11 yrs of age Child _____ @ \$10.00 4 and under Free _____ | | | | | | |
| *Vendor/Swap Meet Space _____ @ \$15.00 | | | | | | \$____.00 |
| MAKE CHECKS PAYABLE TO: | | | | | | |
| HEARTLAND MG REGIONAL | | | | | | Total \$ ____ .00 |

- SHOW CLASSES**
- A. MG PRE-WAR
 - B. MG TC, TD, & TF
 - C. MGA 1500&1600 ROADSTERS AND COUPES
 - D. MGA MKII , DELUXE MODELS, TWIN CAMS ROADSTERS AND COUPES.
 - E. MGB CB 62-68
 - F. MGB CB 69-74
 - G. MGB RB 74.5-77
 - H. MGB RB 78-80
 - I. MGB GT - ALL YEARS
 - J. MGC GT AND ROADSTERS
 - K. MG MIDGETS TO 1974
 - L. MG MIDGETS 75-79
 - M. MODIFIED MG car with a non MG Eng
 - N. MG VARIANT
 - O. OPEN CLASS, ENGLISH
 - P. OPEN CLASS, ALL OTHER
 - Q. PHOTO CONTEST
 - Z. PREMIER CLASS (INVITATION ONLY)
- MORRIS MINOR CLASSES**
- U. SPORTS ; 2DOORS AND CONVERTIBLES
 - V. SEDANS/WAGONS 4 DOORS TRAVEL-ALLS
 - W. LIGHT COMMERCIAL;PICKUPS/ VANS

*There will be a Swap Corral for paid registrants with a few items for sale. Participants with a truck load will have to pay the fee and be in the paid vendor area. **ALL SPACES WILL BE ASSIGNED- SHOW CARS AND VENDORS AS WELL!!!** Pre-registration for vendors is not mandatory but will get them a better location. For Sale cars can be in the show if the registration fee has been paid. A separate place for cars that are for sale and not in the show will be provided.

HOLD HARMLESS AGREEMENT

Whereas owner voluntarily enters his/her vehicle in the 13th Annual Heartland MG Regional, it is agreed as follows; (1) That owner(s) will insure his/her vehicle against loss, damage, and liability and will provide proof of such insurance being in full force and effect to the Heartland MG Regional Committee. (2) That owner(s) does hereby agree to indemnify and hold harmless the Heartland MG Regional Committee and Drury Inn of St. Joseph, agents or assigns for any act or omissions which may result in the act, damage, destruction or injury occurring during or as a consequence of this event, wherever located. (3) The owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to him/herself.

Owner(s) Signature: _____ Date: _____

Policy Number: _____ Insured with: _____

Awards are based upon the popular vote by the registered car owners. The number of awards in each class is 3, 1st, 2nd, and 3rd. Honorable Mentions will be awarded in highly subscribed classes. *The Open Class, English is available for any non-MG marque. Open Class, All Other is for non British makes.*

Hotel Accommodations are provided by the **Drury Inn of St. Joseph** Special room rates of \$59.99/night +tax are available by calling (816) 364-4700 prior to May 24th, 2002 and mentioning the "Heartland MG Regional". After that date, rates are subject to change. Coupons or other discounts may not be used in conjunction with this special rate.

Please return this completed application and your fees no later than June 1st, 2002 to:

HEARTLAND MG REGIONAL COMMITTEE
 1113 NE Franklin Drive
 Lee's Summit, MO 64064-1786

Have a question, you can email us at info@heartlandmg.com or call (816) 795-9628. We'll be happy to answer your questions and help you enjoy the **HEARTLAND MG REGIONAL** experience.



10133 Craig Dr.
Overland Park, KS 66212



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

66226+3033 16



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
T6 Stag TR7
R5 TR250 TR6 TR7
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*



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**

24 Volume ~~2001~~, Number 4
July/August 2002

CLUB OFFICERS

Directors: Ann & Richard Woody, 816-628-4154,
sailor56@peoplepc.com
Asst. Director: Jeff Givens, 913-727-9075, *Givensj@lvnworth.com*
Secretary-Treasurer: Laraine Edwards, 913-381-8070,
jhedward@swbell.net
Historian: Paul McBride, 913-441-0499, *PMCBTR3@aol.com*
Technical Advisor/Publicist: Gary Davis, 913-441-2733
adams2davis@msn.com
Newsletter Editor: Woody Underwood, 816-523-8356,
woody@prodigy.net
Publisher: Cynthia Yin, 913-642-1769, *yincynthia@hotmail.com*

Jim BRADY cell #

For membership information, address corrections, changes or additions,
contact: Secretary-Treasurer, Laraine Edwards,
10133 Craig Dr., Overland Park, KS 66212
Annual dues are \$15, payable to "KC Triumphs".
The Triumphs Club year runs September to August.

DIRECTOR'S NOTES

Dear Club Members,

We have a lot to look forward to. The VTR in Red Wing, Minnesota, is coming up in July. Minnesota is wonderful in the summer. We are looking forward to the trip. This will be the first time we have taken the TR-8 on a long road trip. We are excited and maybe just a little apprehensive. So far The TR-8 has made two club nights out and the Heartland Regional in St. Joseph. We are ready for Minnesota.

We are in need someone to take over publishing the club newsletter. I thank Cynthia Yin for all the time she has put into the newsletter so far but she now has other duties in need of her attention. Woody Underwood is the editor and Cynthia has been the publisher. Please consider supporting your club by taking over this job. Cynthia will be glad to give you the proper training and work with you until the end of the year.

Crown Center has invited us back for their car show on July 21 from 12:00 to 6:00pm. Crown Center will donate \$250.00 to our club. There is no limit to the number of cars that can attend this year. I was told that they enjoyed our club so much last year that they would like to have us back. Please e-mail me if you can attend so I'll be able to give Crown Center an estimate of how many will be there.

Zoom, Zoom, Zoom, Richard and Ann

EDITOR'S NOTES

Good news, bad news time. First, the bad. Our esteemed Publisher, Cynthia Yin, has tendered her resignation to take effect sometime before the end of the year. She's done an excellent job and really helped me out with the Newsletter. So the search is on for her replacement who she has graciously offered to train. You'll need reasonable computer skills, a decent PC, printer etc. All articles for publication come to me first, I do whatever editing is necessary, forward the results to the Publisher who stores the information until needed, then puts the Newsletter together, gets copies made, folds...staples...stamps...addresses and mails it. So, if you're interested in a fun job which is important to the Club, please get in touch with myself or Cynthia.

The good news: I went back to work with the company I started my printing career with 30 years ago. Unfortunately, I'm working second shift and haven't been able to attend very many Club functions and really miss seeing all my TR buddies on a regular basis, but lot's of weekend stuff is coming up and I look forward to visiting with you all once again. To everyone heading off to the VTR, please drive briskly but safely and have a wonderful time.

Woody

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UPCOMING EVENTS

Thursday, July 11, **CLUB NIGHT OUT 6:00 PM**

Meet at Barley's Brewhaus & Restaurant, 9083 Metcalf, Overland Park, KS, 913.642.4450. (on 91st Street, east of Metcalf, on the north side of the street in the Gateway Plaza) Bring your Triumph, top down!
Point Person: Paul McBride, 913.441.0499, PMCBTR3@aol.com (No RSVP required.)

Tuesday, July 16, VTR, 9:00 AM

We have several cars going to the national Vintage Triumph Register Convention in Red Wing, MN. Those of you who wish to join our caravan through America's heartland up highway 63 should meet at Cracker Barrel at the 152 Hwy exit west of I-35 North at Liberty, MO. We will be departing Cracker Barrel promptly at 9 AM. If you would like to eat breakfast before departure time please arrive early enough to allow time for eating. The VTRs are always so much fun it is well worth the trip.

Point Person: Richard Woody, 816-628-4154, sailor56@peoplepc.com

Sunday, July 21, CROWN CENTER SHOW

Crown Center will pay the club for having members show their cars during the Weekend of Wheels. On Saturday, 10 a.m. to 6 p.m., American muscle cars and Harley show bikes will be featured. European super cars are the attraction on Sunday, noon to 6 p.m. The Crown Center info line is 816-274-8444, www.crowncenter.com. Please contact Richard if you plan to attend.

Point Person: Richard Woody, 816-628-4154, sailor56@peoplepc.com

August 3-4, **LAKE OF THE OZARKS**

Call Doug or Karen Lyman, 913-383-1006, if you're interested in joining this weekend jaunt.

Saturday, August 31, KANSAS CITY ALL BRITISH CAR AND CYCLE MEET

Look for registration information coming in your mail or check out the "Fun On Wheels" column in the Automotive section of the Kansas City Star newspaper in July. Remember to bring your checkbook so that you can renew your Triumph Club membership. It's a bargain at \$15!

Friday-Sunday, September 27-29, **MCPHERSON TRIP**

I know everyone is busy making plans for VTR, but don't forget McPherson in September. We are leaving September 27 (Friday) and there is a tour scheduled that afternoon at the college through the Automotive Restoration Dept. That is a real busy weekend in McPherson, they have a Scottish Festival, so our British cars will fit right in. They had a British car show last year and are talking about having one again this year. We have booked 8 rooms for Friday & Saturday night at the Wheat State Motel. The phone number there is: 620-241-6981, the rooms are guaranteed in Jack Edwards' name. They should recognize KC Triumphs, if not use Jack's name.

TENTATIVE SCHEDULE:

| | |
|------------------------|--|
| Friday, September 27 | Depart from Double Tree Hotel, Overland Park Lunch Council Grove Tour Auto Restoration School Scottish Festival |
| Saturday, September 28 | Parade? Car Show Tour Wildlife Preserve with Campfire Dinner |
| Sunday, September 29 | Lunch or Brunch Return |

The Edwards are working with the Chamber of Commerce in McPherson and planning is still tentative, if you know of anything of interest on the way or in McPherson you would like to do call Laraine or Jack Edwards, 913-381-8070, or e-mail jhedward@swbell.net.



PAST EVENTS

DRIVE-IN NIGHT

Unfortunately this event was rained out. It was a gully washer!

ATCHISON FLY-IN by Gary Davis

It was cloudy and cool, but no rain, when we met at the Farmer's Market in Parkville. Only three cars this year, Doug and Karen Lyman, Jack and Laraine Edwards, Dawna and I. We toured directly to the airport and parked among numerous Model As on the edge of the field. Due to the wet conditions, not many planes were parked when we arrived. As the morning progressed we were very lucky to watch every type of plane circle the field and land. Everything from ultra-light experimental, vintage Stinsons and even Russian trainers made their appearance. It was a great day! Apologies for anyone who missed the event due to problems with the KC Star Fun on Wheels.

ARCA Race by Richard Woody

We had eight club members at this event. The Winston West Race was full of crashes which made it interesting and fun to watch. The Arca race followed. We had great seats in the shade. We also had fun betting on the drivers. It was very profitable for the director!

CRUISE NIGHT

I had an informal report from Chip Kigar that there were lots of neat cars and that the BBQ and blues at Wabash were great! Apologies to those who did not receive notice about the change of date and meeting place. If you'd like to get e-mail updates on events, e-mail Richard Woody, sailor56@peoplepc.com.

Welcome New Members!

Eric & Kathy Dieckhoff
14704 S. Brougham Dr.
Olathe, KS 66062
1973 TR6
913-393-0925
weezer39087@aol.com

Rick & Lea-Ann Germinder
2026 N. E. Waterfield Pl.
Blue Springs, MO 64014
1976 TR6
816-228-5259
Rick-Germinder@unilever.com

Ray & Barb Overton
13013 W. 101st St.
Lenexa, KS 66215
1969 TR6
913-894-0887
Roverton@kc.rr.com

Please add to your 2002 directory returning members:

Jim & Jane Dunlap
3357 Sterling Ave.
Independence, MO 64052
1980 TR7
816-836-0181

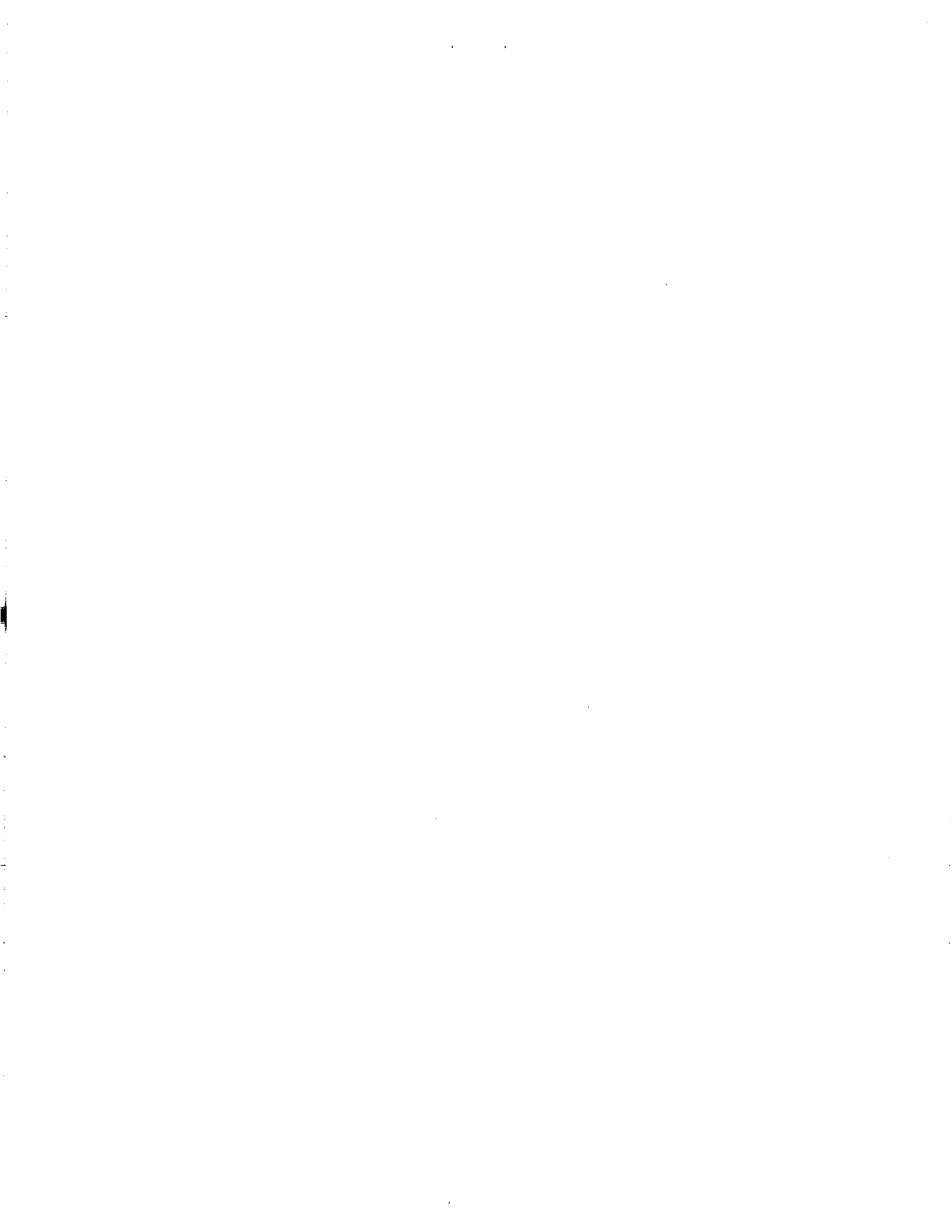
Tim & Susan McCracken
1250 S.E. Hook Ln.
Lee's Summit, MO 64082
1966 Lotus, 1966 MBG
816-532-5604

Steve & Carol Olson
3540 N. Kenwood
Kansas City, MO 64116
1980 TR8
816-452-3540
Solson@planetkc.com

Mark Sell
807 Beacon
Kansas City, MO 64125
1965 Spitfire
816-231-8284

Hubert & Carolyn Clark
111 W. First St.
Garden City, MO 64747
1976 Spitfire
816-862-8464

E-MAIL REMINDER: If you would be willing to have your newsletter e-mailed rather than copied, stamped and snail mailed (and help save the club money), please e-mail yincynthia@hotmail.com. THANK YOU!!!



HEARTLAND MG REGIONAL 2002 WINNERS

| <u>PLACE</u> | <u>NAME</u> | <u>FROM</u> | <u>ENTRY</u> |
|---|-----------------|--------------------|---------------------------------|
| CLASS: B MG TC, TD, AND TF | | | |
| 1ST | MARJ BEES | INDIANOLA, IA | 1952 RED MG TD |
| 2ND | CHARLES HILL | BLUE SPRINGS, MO | 1949 TAN/BROWN MG TC |
| 3RD | TOMMIE CAMBLIN | LEE'S SUMMIT, MO | 1951 GREEN MG TD |
| CLASS: C MGA 1500 &1600 ROADSTER AND COUPE | | | |
| 1ST | CHARLIE MAGUIRE | LEBANON, MO | 1959 BLACK MGA ROADSTER |
| 2ND | ROBIN CAMBLIN | LEE'S SUMMIT, MO | 1960 GREY MGA 1600 ROADSTER |
| 3RD | GLENN KUNKEL | CHANUTE, KS | 1957 RED MGA ROADSTER |
| 3RD | DEAN COWLEY | WICHITA, KS | 1958 BRG MGA 1500 ROADSTER |
| HM | CHARLIE HOCH | TOPEKA, KS | 1956 ORIENT RED MGA 1500 |
| HM | BOB SHAW | LINCOLN, NE | 1957 GREEN MGA ROADSTER |
| CLASS: D MGA MK11, DELUXE MODEL, AND TWIN CAM ROADSTER | | | |
| 1ST | DENNIS SCANLAN | MANCHESTER, MO | 1959 ASH GREEN MGA TWIN CAM |
| CLASS: E MGB CHROME BUMPER ROADSTER 1962-1968 | | | |
| 1ST | STEVE ESPELUND | LINCOLN, NE | 1966 BLUE MGB CB ROADSTER |
| 2ND | MIKE FISHMAN | CHESTERFIELD, MO | 1965 TARTAN RED MGB CB |
| 3RD | DAN FUSS | NEVADA, IA | 1964 RED MGB CB ROADSTER |
| HM | DEVON RUNYON | COUNCIL BLUFFS, IA | 1967 RED MGB CB ROADSTER |
| CLASS: F MGB CHROME BUMPER ROADSTER 1969-1974.5 | | | |
| 1ST | DOUG BUCHANAN | OMAHA, NE | 1969 SILVER MGB CB ROADSTER |
| 2ND | BILL DAVIDSON | OVERLAND PARK, KS | 1974 ORANGE MGB CB ROADSTER |
| 3RD | JIM WHITE | WARSAW, MO | 1973 DAMASK RED MGB CB |
| 3RD | ROBERT RUSHING | ST LOUIS, MO | 1971 SILVER-BLUE MGB CB |
| HM | BILL EVANS | LINCOLN, NE | 1972 RED MGB CB ROADSTER |
| HM | GEORGE FAILING | LEBANON, MO | 1974 GREEN MGB CB ROADSTER |
| HM | CHARLIE MAGUIRE | LEBANON, MO | 1974 TUNDRA MGB CB ROADSTER |
| CLASS: G MGB RUBBER BUMPER ROADSTER 1974.5-1977 | | | |
| 1ST | DOUG KEENE | BURLINGTON, KS | 1974 MGB RB ROADSTER |
| 2ND | H. DEAN HAINES | CHANUTE, KS | 1975 BLAZE RED MGB RB ROADSTER |
| 3RD | ROBIN HOOD | TOPEKA, KS | 1975 RED MGB RB ROADSTER |
| HM | PAUL KENNEDY | MOSBY, MO | 1977 BLUE MGB RB ROADSTER |
| HM | BRIAN GOLDSMITH | COUNCIL BLUFFS, IA | 1975 WHITE MGB RB ROADSTER |
| CLASS: H MGB RUBBER BUMPER ROADSTER 1978-1980 | | | |
| 1ST | RICH BERGER | CHESTERFIELD, MO | 1980 BLACK MGB RB ROADSTER - LE |
| 2ND | KENNETH PASLAY | OZAWKIE, KS | 1980 BLACK MGBRB ROADSTER - LE |
| 3RD | TOM PARKS | DERBY, KS | 1980 WHITE MGB RB ROADSTER |
| HM | LARRY HENAK | KANSAS CITY, MO | 1979 ORANGE MGB RB ROADSTER |
| HM | WAYNE PETERSON | TOPEKA, KS | 1979 YELLOW MGB RB ROADSTER |
| HM | RICK GREEN | BALLWIN, MO | 1980 WHITE MGB RB ROADSTER |



CLASS: I MGB GT - ALL YEARS

| | | | |
|-----|----------------|--------------|------------------------|
| 1ST | WAYNE PETERSON | TOPEKA, KS | 1974 FLAME MGB GT |
| 2ND | CHERYL WHITE | BERRYTON, KS | 1974 DAMASK RED MGB GT |
| 3RD | JIM DANIELSON | LINCOLN, NE | 1974 GREEN MGB GT |

CLASS: J MGC ROADSTER AND GT - ALL YEARS

| | | | |
|-----|----------|-------------------|----------------------|
| 1ST | ED MADAK | COLUMBIA STATION, | 1968 PRIMROSE MGC GT |
|-----|----------|-------------------|----------------------|

CLASS: K MG MIDGET THROUGH 1974

| | | | |
|-----|---------------|-------------------|-----------------------|
| 1ST | KELLY KENNEDY | EXCELSOR SPRINGS, | 1966 SILVER MG MIDGET |
|-----|---------------|-------------------|-----------------------|

CLASS: L MG MIDGET 1975-1979

| | | | |
|-----|-------------|-----------------|--------------------|
| 1ST | DON PETRICK | SPRINGFIELD, NE | 1976 RED MG MIDGET |
|-----|-------------|-----------------|--------------------|

CLASS: M MODIFIED MG (MG CAR WITH A NON-MG ENGINE)

| | | | |
|-----|-------------------------|-----------------|--------------------------------|
| 1ST | <i>PATRIC MCCRACKEN</i> | LIBERTY, MO | 1975 BLUE MG MIDGET - MODIFIED |
| 2ND | ED FILA | JANESVILLE, WI | 1976 GREEN MGB MODIFIED |
| 3RD | BILL YOUNG | KANSAS CITY, MO | 1973 RED MG MIDGET - MODIFIED |

CLASS: O OPEN CLASS, ENGLISH

| | | | |
|-----|--------------------|------------------|-------------------------------|
| 1ST | RANDY LOGAN | GRAIN VALLEY, MO | 1962 AUSTIN HEALEY SPRITE |
| 2ND | <i>ANN ADKINS</i> | KEARNEY, MO | 1971 RED TRIUMPH STAG |
| 3RD | KENT PRATHER | WAKARUSA, KS | 1971 MAROON TRIUMPH STAG |
| 3RD | MICHAEL WILDS | MANHATTAN, KS | 1973 PIMENTO RED TRIUMPH TR-6 |
| HM | <i>STEVE OLSON</i> | KANSAS CITY, MO | 1980 PLATINUM TRIUMPH TR-8 |
| HM | MIKE PIZZELANTI | GRAPEVINE, TX | 1973 WHITE TRIUMPH TR-6 |

CLASS: P OPEN CLASS, ALL OTHER

| | | | |
|-----|-----------|---------------|------------------------|
| 1ST | DON PAYNE | ST JOSEPH, MO | 1968 BLUE FORD MUSTANG |
|-----|-----------|---------------|------------------------|

CLASS: Q PHOTO CONTEST

| | | | |
|-----|-----------------|--------------------|--|
| 1ST | ROBERT RUSHING | ST LOUIS, MO | MGA IN COVERED BRIDGE |
| 2ND | DEVON RUNYON | COUNCIL BLUFFS, IA | RED MGB WITH CHEERLEADER |
| 3RD | DON PETRICK | SPRINGFIELD, NE | BLACK MGB WITH ID PLATE |
| HM | MARVIN MARSHALL | OMAHA, NE | MGB BUG ON HEADLIGHT "CANADIAN DELICACY" |
| HM | JIM DANIELSON | LINCOLN, NE | MGB GT IN THE SNOW |
| HM | SUE MARSHALL | OMAHA, NE | MGB BY PACIFIC OCEAN |

CLASS: MORRIS MINOR LIGHT COMMERCIAL, PICKUP, AND VAN

| | | | |
|-----|-------------|------------|-------------------------------|
| 1ST | STEVE DUPUS | OLATHE, KS | 1967 BROWN/WHITE MORRIS MINOR |
|-----|-------------|------------|-------------------------------|

CLASS: Z PREMIER CLASS (MG WINNERS OF THE PREVIOUS

| | | | |
|-----|------------------|--------------------|------------------------------|
| 1ST | KEITH RONEY | GLADSTONE, MO | 1952 BLACK MG TD |
| 2ND | JOHN ULRICH | LINCOLN, NE | 1969 BRG MGB GT MODIFIED |
| 3RD | BRIAN GOLDSMITH | COUNCIL BLUFFS, IA | 1962 WHITE MGA ROADSTER-MKII |
| 3RD | TERESA MCCRACKEN | LIBERTY, MO | 1979 BLUE MG MIDGET |
| 3RD | RICK MILLS | GRANDVIEW, MO | 1973 BLACK MGB GT |
| HM | LEO THIETJE | FREMONT, NE | 1974 DAMASK RED MGB CB |

Thanks to Rob Camblin of the MG Club for forwarding these results.



PAUL McBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

JIM BRADY
9728 HIGH DR
LEAWOOD, KS 66206



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**

24 Volume ~~XXXX~~, Number 5
September/October 2002

CLUB OFFICERS

Directors: Ann & Richard Woody, 816-628-4154,
sailor56@peoplepc.com
Asst. Director: Jeff Givens, 913-727-9075, *Givensj@jvnworth.com*
Secretary-Treasurer: Laraine Edwards, 913-381-8070,
jhedward@swbell.net
Historian: Paul McBride, 913-441-0499, *PMCBTR3@aol.com*
Technical Advisor/Publicist: Gary Davis, 913-441-2733
Newsletter Editor: Woody Underwood, 816-523-8356,
woody@prodigy.net
Publisher: Cynthia Yin, 913-642-1769, *yincynthia@hotmail.com*

For membership information, address corrections, changes or additions,
contact: Secretary-Treasurer, Laraine Edwards,
10133 Craig Dr., Overland Park, KS 66212
Annual dues are \$15, payable to "KC Triumphs".
The Triumphs Club year runs September to August.

DIRECTOR'S NOTES

By the time you read this the All British will be here and gone and the summer season will officially be over. But don't fret. The fall season is perfect Triumph weather. There will be plenty of opportunities to put the top down and feel the wind in your hair. So let's get out there and enjoy our fall events. October will be our final club night out. We all have enjoyed the pizza and brews at Barley's. Lets keep our eyes open for places we could meet at next year.

Zoom, zoom, zoom, Richard & Ann

EDITOR'S NOTES

I haven't done a "funny" for awhile, so here we go. Oh yes, I hear I have another helper lined up and thanks again to Cynthia.

THINGS I'D LIKE TO SEE BEFORE I DIE:

A Spitfire not for sale.
More 4's on the road.
A TR-7 somebody's proud of.
A filthy, dirty Stag.
An older Volvo without bumper sticker (s).
John and Nancy Maas with their top UP.
A newer Volvo OVER the speed limit.
A running Fiat.
My "Brown Rat" restored to concourse winning condition.
Ricci and Marice Ballesteros at a KC Triumphs event.
Herb Moore passing me a bucket, with Wanda by his side.
A Lexus at a BMW Club Driver's School.
Cell phones banned in moving vehicles.
An Audi Quattro stuck in snow.
Cadillac doing what they did best...big American cars (No SUV's, sporty cars, race cars, foreign re-badged cars etc).
Teenagers in TR-3s.
400 cars at an All Brit again.
A Herald that is loved.
Peace and love in the whole wide world!

Woody

FOR SALE: Roll bar for a TR3 and for a TR4 for sale. \$100.00 each. Also several good TR4 doors at \$75.00 each along with many, many miscellaneous 3 and 4 parts for sale. Things like 1 3/4" SU carbs for rebuild, manifolds, complete rear ends and many small parts. Call Lynn Metzger at 785-843-3903 in Lawrence or email at *akidagn@sunflower.com*.

UPCOMING EVENTS

Thursday, September 5, CLUB NIGHT OUT 6:00 PM

Barley's Brewhaus & Restaurant, 9083 Metcalf, Overland Park, KS, 913.642.4450. (on 91st Street, east of Metcalf, on the north side of the street in the Gateway Plaza) The thought of adding/substituting a location more convenient to our Northland members is being considered, so please forward any suggestions to Paul or our Director Richard Woody. Drive your Triumph, top down!
Point Person: Paul McBride, 913.441.0499, PMCBTR3@aol.com (No RSVP required.)

Saturday, September 14, KANSAS CITY MG CAR CLUB 20TH ANNIVERSARY CELEBRATION

The KC MG Club is hosting an all-day event open to all British car enthusiasts. You may participate in part or all of the day's activities. The events are:

- Continental Breakfast: 9:00 AM at Bill & Nikki Davidson's home, 7208 W. 54th Terrace, Shawnee Mission, KS, 913-677-0884
- Food Drive: 10:00 AM to 1:00 PM, leaving from breakfast. This will test your knowledge of the KC area, or at least your map reading abilities. All proceeds from the food drive will be donated to an area food pantry.
- Lunch: 1:00 PM at Summit Hickory Pit BBQ, 1012 S. E. Blue Parkway, Lee's Summit, MO, 816-246-4434. Lunch at your own expense.
- Spit and Polish Un Car Show: 2:00 PM to 4:00 PM in the Pit's parking lot. All lunch participants are eligible to play along, no matter what you drive. All voting will end at 4:00 PM. From there you will follow the leader to the dinner party.
- Dinner: V's Italiano Ristorante, 10819 E. U.S. Hwy 40, Independence, MO, 816-353-1241
 - 5:00 PM to 6:00 PM Games and socializing.
 - 6:00 PM to 7:00 PM Dinner
 - 7:00 PM to 8:00 PM Dessert and games
 - 8:00 PM Recognition of all game winners and some club members.

If you'd like to attend the dinner, please send a check for \$20 per person payable to "The Kansas City MG Car Club" to KCBGCC Anniversary Party, 1104 N.W. Delwood, Blue Springs, MO 64015 by September 9. All other activities other than lunch are at no cost. For questions, call Gery or Tracy Cahill, 816-224-9056.

Saturday, September 21, ST. LOUIS CAR SHOW

For information call the St. Louis MG Club hotline, 314-995-TOMG, or check out www.stlouismgclub.com.

Friday-Sunday, September 27-29, MCPHERSON TRIP

We are leaving September 27 (Friday) and there is a tour scheduled that afternoon at the college through the Automotive Restoration Dept. That is a real busy weekend in McPherson, they have a Scottish Festival, so our British cars will fit right in. They had a British car show last year and are talking about having one again this year. We have booked 8 rooms for Friday & Saturday night at the Wheat State Motel. The phone number there is: 620-241-6981, the rooms are guaranteed in Jack Edwards' name. They should recognize KC Triumphs, if not use Jack's name.

TENTATIVE SCHEDULE:

- | | |
|------------------------|--|
| Friday, September 27 | Depart from Double Tree Hotel, Overland Park Lunch Council Grove Tour Auto Restoration School Scottish Festival |
| Saturday, September 28 | Parade? Car Show Tour Wildlife Preserve with Campfire Dinner |
| Sunday, September 29 | Lunch or Brunch Return |

Point Person: Laraine & Jack Edwards, 913-381-8070, or e-mail jhedward@swbell.net.

Thursday, October 3, CLUB NIGHT OUT, 6:00 PM

See September's listing for details: same time, same place, more good food and conversation.

Sunday, October 6, LAWRENCE CAR SHOW

This is always a fun car show. The show is held on Sunday morning at the Douglas County Fairgrounds on the east side of Lawrence just north of Highway 10. Look for the signs just as you enter Lawrence.

October 11-13 GOODGUYS HOTROD NATIONALS

One of the largest hot rod/street rod shows in the country, outside, at Kansas Speedway, on gravel.
John Maas 816.452.9097, jomaas@mwis.net

October 12, BRITS IN THE OZARKS CAR & CYCLE SHOW, FAYETTEVILLE, ARKANSAS

For information log on to www.geocities.com/britishironark or call Doug Schrantz, 479-636-9172.

Saturday, October 12, CHILI PARTY AT WOODY'S 6:00 PM

1218 West 61st Street, KC, MO (Between Ward Parkway & State Line) C'mon over for great chili and snacks. And PLEASE bring chili, we've had a dearth some years and we always run out. BYOB, RSVP appreciated and if you have some favorite videos of racing or Club events bring them along.
Point Person: Woody Underwood, 816-523-8356, woody@prodigy.net

Saturday, November 2, ST. JOSEPH ANTIQUE RUN 10:00 AM

Meet at the Platte City McDonald's (take the Platte City exit off I-29 North). We will leave at 10:00 AM and stop at several antique stores, then have lunch at Bottoms Up in St. Joseph, MO.
Point Person: Diane Cotton, 816-232-6871.

Thursday, November 7, CLUB NIGHT OUT, 6:00 PM

You know where to go! See you there!

TEN YEARS AGO

The club was completing a busy summer of events in 1992. Whiteman AFB open house, Ozark Lake trip, Atchison tour, picnic in the park, and Sonic drive-in night. Herb Moore arranged tarmac parking for the 6 members who ventured in the rain to Whiteman. Twenty-two members drove to the Ozarks for a fun weekend at Kalfran Lodge. Rain was also a companion at the picnic in the park, but sun prevailed and John and Nancy Maas won the rallye set up by Jim Brady. Bernie and Suzanne Hoff drove their newly acquired TR4 to the Sonic event.

Twelve club members made their way to The Roadster Factory Summer Party in Armagh, Pennsylvania. The cars and tents survived some horrendous rain storms as all were camping on the grounds. John Maas won the valve cover drag race. Cynthia Yin reported that two generators, points and a broken leaf spring were the only casualties.

Apparently it was a wet summer in '92!

Put a Triumph in your day! *Paul McBride*

PAST EVENTS

VINTAGE TRIUMPH REGISTER ANNUAL CONVENTION by Richard Woody

Three cars from our club plus another three from the area made the annual trip to the convention in Red Wing, Minnesota. The Minnesota Triumphs did their usual great job of hosting the event with over 250 cars in attendance. The curvy picturesque country roads of Wisconsin were made to order for our British cars. There were also many sight seeing stops along the upper Mississippi for participants to stop and enjoy. Ann's favorite was the home of Laura Ingalls Wilder, author of the little house books. Jack Edwards received a third place trophy in the TR-4A class. We had our usual share of mechanical problems but we did get them all home. The TR8 had to hitch a ride on the back of a tow truck. It was announced that the VTR will be at the Roadster Factory next year. The VTR will be combined with the Roadster Summer Party. It is hoped that combining the events will turn into a mega-event to celebrate 50 years of Triumph. Organizers are hoping for a huge turn out so that many Triumphs will be available for viewing.

CROWN CENTER SHOW by Woody Underwood

Kansas City Triumphs shined at Crown Center again this year. Porsche may have had the most cars there, but I think the TR's came in second. This is really turning into a good local happening, probably three times the entrants from last year and some interesting new groups...Cobra and Datsun (Yes, we had a lot of discussion about "European Supercars", but what the heck). I counted at least 13 Triumphs and they drew a lot of attention from the crowd. The MG, Lotus and Healy gang put in a good showing too and we all got paid for doing it, so putting up with the heat was definitely worth it. Read the BBQ article for the reason why.

LAKE OF THE OZARKS TRIP by Paul McBride

August 3: Twelve members gathered at the lake for a hot weekend on the water. Doug & Karen Lyman graciously shared their fabulous 42 ft. yacht. Late Friday night Gary & Dawna, Paul & Margaret, and Doug & Karen went for a midnight cruise. It seemed like a whole different lake with the canopy of stars and cooler breeze.

Saturday, Guthrie & Alice and Jack & Laraine joined us and we embarked for a cove where we met up with Bob & Marilyn McBean and their son Scott in their new Cobalt speedboat [the sports car of the water]. We anchored together and most everyone swam except for yours truly who prefers water no deeper than my nose!

After a day of water sports we met at Bob & Marilyn's gorgeous condo for drinks and snacks and great conversation and then to the old town of Bagnell for dinner at a rustic restaurant whose name I can't recall. This town is little changed since the twenties when there was no lake and of course no dam, only the River Osage. Sunday, more lake or shopping at the outlet and then home.

Although no Triumphs were present because of the triple digit heat, we did spot two Amphicars [motivated by Triumph Herald engines] on the lawn of a palatial lake front home. Many thanks to the very generous Doug & Karen Lyman and Bob & Marilyn McBean for a splendid weekend at the lake!

BBQ AT THE EDWARD'S POOL by Woody Underwood

Laraine and Jack Edwards graciously opened their pool and home to us for a well attended party August 17th. And Director Richard Woody graciously opened the Club checkbook for Smokestack Barbecue and fixin's, thanks in part to the \$250 given to us by Crown Center for showing up at their Show. The evening was brisk, but several members did enjoy the water...it was a bit cool, heater on and all. The center of attraction was, of course, a cracked and badly scored piston out of the Edward's beautiful blue 4, which is currently undergoing a rebuild and doing a super static wheelie while impatiently waiting to get back on the road.

KANSAS CITY ALL-BRITISH CAR & CYCLE MEET

About 200 cars attended the one-day event at the Park Place Hotel in Kansas City, North. Reported winners include (We apologize if your name was omitted. Please send additions and corrections to Woody.)

Pat Fischer - first place TR250/TR4

Doug Lyman - third place in TR250/TR4

Richard Woody - first place TR 8/Stag

Steve Olson - second place TR 8/Stag

Jim Dunlap - third place TR 8/Stag

Jeremiah Randolph - first place GT 6/Spitfire

Charlie Hoch - second place GT 6/Spitfire

Woody Underwood - third late model TR 6

John Cochran - first place TR 3

Gary Davis - second place TR 3

Jeff Givens - third place TR 3

Jeff Givens - first place parts toss

Jeff Givens ? place in rally

Dawna Adams-Davis won the quilt raffled off by the MG club

Congratulations to all winners and participants!

2002 ALL BRITISH CAR AND CYCLE MEET by Woody Underwood

An estimated 200 British vehicles showed up for the All Brit this year and the usual camaraderie was still intact. The new one day venue worked fine but the location definitely lacked (Zero restaurants/bars, food vendors, porta-potties, tables and chairs on the field etc.) and a less than helpful hotel staff. The Triumphs had a good turnout as usual but the poor MGs, Healys and Cobras (Yes!) ended up on the asphalt parking lot. The idea of a one-day event somewhere other than the KCI Marriot has been kicked around since I was All Brit Director in 1996, so it finally happened, survived, and will hopefully be back at KCI next year. Don't blame the Marriot, they love us... go after the new KC Aviation Director who wanted \$1000 up front for "rental" of the grounds adjacent to the hotel. The coupe de grace was an extremely noisy family reunion in the hall next our Awards Banquet room which made it almost impossible to hear the Committee Members presentation... and it was obvious that they just wanted to get it over with. Please, the All Brit needs new some new faces, the same great people have been putting it on for several years now and they are just burned-out. Volunteer, it's a thankless but eventually rewarding job and you get to meet everybody. We need the All British Car and Cycle MEET. And the best part of the whole day: The Brown Rat won it's very first award, third in class late TR-6. (Thank you ballot stuffers everywhere). Everybody's thanks to Club Member Dave MacIntosh and his company for ice cream too.



GET WELL SOON, WANDA!!!

*Long-time member, Wanda Moore, broke her hip a few weeks ago and is recovering in the hospital.
We send our love and wish Wanda a very speedy recovery!*

FOR SALE: TR3 side curtains/windows, new/old stock, Zeus (?) style, black, make offer. Call Bill Quincy at 316-262-1886.

FOR SALE: 1974 Stag, maroon w/ tan interior. In excellent condition and runs well. Great for family drives. Asking \$9500. Call Jim Brady, cell 913-563-6917.

WELCOME NEW MEMBERS!!!

Jim and Maureen Liljegren
6304 W. 76th
Prairie Village, KS 66204
913-642-1164 1977 Spitfire

WELCOME BACK FORMER MEMBERS!!

Larry Mokofsky
8287 Monrovia
Lenexa, KS 66215
913-492-8287 1961 TR3A & 1948 TR2000

Larry & Gloria Meredith
13208 W 75th Ter
Lenexa, KS 66216
913-268-6333 TR3, TR4, TR6

Jay & Laura Smith
8404 NE 74th Ct
Kansas City, MO 64158
816-792-3834 1963 TR4
jsmith@mjharden.com

Kaye & David Perkins
260 W. Arrow
Marshall, MO 65340
660-831-1818 1973 TR6 & 1959 Morgan
affordablehousing@mid-mo.net

**IF YOU DID NOT RENEW YOUR DUES AT THE ALL-BRITISH MEET,
PLEASE RENEW NOW!**

Your name _____ Spouse's name _____

Address _____ Home telephone _____

_____ E-mail address _____

| | Year | Model | VIN |
|---------------------------|-------|-------|-------|
| Triumphs currently owned: | _____ | _____ | _____ |
| | _____ | _____ | _____ |

Mail above form with \$15 check payable to "KC Triumphs" to: Laraine Edwards,
10133 Craig Dr.
Overland Park, KS 66212

We currently have only 29 members who have paid their dues for 2002-2003.
Don't procrastinate—please send in your dues now!

E-MAIL REMINDER: Send an e-mail to yincynthia@hotmail.com and you will be added to the list to receive the latest Triumph club event updates as well as first edition newsletters by e-mail. Saves the club money, too!



10133 Craig Dr.
Overland Park, KS 66212



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

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

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



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**

24 Volume ~~2001~~, Number 6

~~September/October 2002~~

NOVEMBER/DECEMBER 2002

DIRECTOR'S NOTES

I always have mixed feelings when the first frost arrives. I'm excited that allergy season has come to an end. It is so exciting to think about the end of sneezing and wheezing. However, I'm a little sad that another season of Triumph fun is also coming to an end. Ann and I both love speeding along country roads in our Triumphs. This fall also marks the end of our tour as directors of the Triumph club. Change is good. We have enjoyed it thoroughly. We also hope you have enjoyed the events we have had a hand in as much as we have enjoyed putting the events together. We have always appreciated the turn out at the planning meetings each year. Everyone is always so willing to take charge of an event. We value all your friendships. We're always touched by the concern, love, and support you share. We are more than a car club.

I don't even want to tell you about my working hours. For a company whose stock isn't worth much I sure am getting a lot of overtime. I haven't even touched the TR-8 engine. Hopefully, after the holidays I'll get to it. If any of you would like a few more cars Herb's collection is still available. He wants \$11,000 for both cars, parts and parts car.

We are looking forward to the progressive dinner next month at some of the south members' homes. Unlike up her last year we'll have street lights to guide us and you won't have to go to Iowa to get your tummy full. So enjoy the holidays and try to go Zoom Zoom Zoom one more time this year.

Zoom, zoom, zoom, Richard & Ann

If you are interested in serving as a club officer, please contact Richard or Ann Woody by December 1.

EDITOR'S NOTES

Another year winds down and, as usual, I didn't get to attend enough Kansas City Triumphs events or drive the Brown Rat as much as I wanted to. Hopefully, a few more sunny days before winter really sets in and out and about with the top down before the car cover goes on. Thanks everyone for tolerating my efforts as editor and even more thanks for being my friends, you're a great bunch. See you at the Progressive Dinner.

Woody

*Please send Laraine Edwards your latest e-mail address
so that she may update the Club e-mailing list.
Contact her at jhedward@swbell.net*

CLUB OFFICERS

Directors: Ann & Richard Woody, 813-628-4154,
sailor56@peoplepc.com

Asst. Director: Jeff Givens, 913-727-9075, Givensj@jvnworth.com

Secretary-Treasurer: Laraine Edwards, 913-381-8070,
jhedward@swbell.net

Historian: Paul McBride, 913-441-0499, PMCBTR3@aol.com

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

Newsletter Editor: Woody Underwood, 816-523-8356,
woody@prodigy.net

For membership information, address corrections, changes or additions,
contact: Secretary-Treasurer, Laraine Edwards,

10133 Craig Dr., Overland Park, KS 66212

Annual dues are \$15, payable to "KC Triumphs".

The Triumphs Club year runs September to August.

UPCOMING EVENTS

Saturday, December 7, *PROGRESSIVE DINNER* 5:30 PM

We start our annual gathering with appetizers at the Yin home, 9728 High Drive, Leawood, KS. (From I-435 on the south side of town, take the State Line Road exit and head north. Turn left on 97th Street at the lion statue. Take the third left onto High Drive. Look for light yellow house several houses down on the right side. If you get lost, call 913-642-1769.) After hors d'oeuvres then we drive to the McBean's home (8221 W. 101st St., Overland Park) for the main course of salads and special meatball sandwiches at 7 PM. Dessert will be served at the home of Kevin & Janet Smith (8436 Pflumm Circle, Lenexa, 913-492-0825) BYOB and your holiday spirit. Please RSVP by December 1 to Marilyn McBean, 913-341-4124.

PAST EVENTS

ST. JOSEPH ANTIQUES RUN Look for a report in the next newsletter.

McPHERSON ROAD TRIP by Jack & Laraine Edwards

Like Snoopy would say, "It was a dark and cloudy morning" when 6 Triumphs left the Double Tree for McPherson. It started raining within a block, but didn't last long. Richard & Ann were snug in their Explorer with the Spitfire on the trailer, as were Jack & Laraine with their top up. All the other brave souls; Gary, Paul & Margaret, Steve & Carol and Diane and her friend Virginia all had their tops down and roughed it till the rain stopped.

We stopped in Council Grove at the hotel for lunch. Diane's 90 something aunt met us there. She drove to the hotel! Diane's cousin just happens to own a boutique next door to the hotel. Carol & Laraine donated heavily to the Council Grove economy there! The skies cleared and we drove into McPherson in the sun.

We went directly to the college. The director of the school met us and led the tour himself. They have a fantastic facility and do unbelievable things to cars. Most of the cars are donated to the school. when they are finished with the cars; they display them for a while and then sell them. It may take them 10 or more years to finish a car, imagine that! The tour took a little over 2 hours.

We left the school and headed back east to the Maxwell Wildlife Refuge. There were only a couple of miles of gravel to get there, just short of enough to get me killed! I was called Jeff quite frequently later though! We rode on a tram across the prairie. They stopped the tram and called the buffalo and fed them range cubes right by us. That is the only extra food they feed the buffalo, no hay or grain even in the winter. They are magnificent animals. When we got back to the center they had dinner ready. Buffalo sloppy joes, potato salad, beans, drinks and desert. After dinner we headed to the motel and car wash. During the evening we were entertained by bag pipers practicing at the churchyard next to the motel.

Saturday the Wichita club joined us. They are a nice group and had some nice cars. Wichita put on a funkiana in the afternoon. Only 6 of us participated but it was a real hoot. Cecil showed us all how to do it, Steve was right behind him. Pat & Roger and Bernie and Susan joined us Saturday. The Scottish Festival was great! We didn't know that many people could play? Bag pipes. None of us ended up wearing kilts! A group of us went to dinner with some of the Wichita group about 12 miles away for a German buffet. Then we went to see one of the McPherson people's cars, tractors, steam engines and stuff. His dad has collected these for years. They have 4 large buildings full we only went through 2 of them. When we walked into the second building there sat a 1950 Hudson. When Diane saw it she said, "My God my boy friend had one of those and he could drive it with a beer in his hand shift with the other and unsnap my bra." This is something none of us would have known about Hudson's!

Sunday we all took off for home separately, having a great day of sun and fun.
(Pub. Note: Thanks to the Edwards for hosting this new event!)

CHILI SUPPER by Woody Underwood

Great turnout for the Chili Supper this year and an overwhelming supply of good food. Around 25 people showed up, the usual suspects in Triumphs of course and Mr. Maas with top down naturally. Even signed up a new member with a great Spitfire (Not for sale! And with top down). Thanks everyone for being my guest, I enjoy your company every year.

(Pub. Note: We enjoyed about 10 varieties of chili that night. Thank you to Woody and Holly for their hospitality!)

A WORD FROM JIM DUNLAP

Like Woody, I work 2nd shift, so sorry I've been absent from club events. The 7 is running like a top. I did have some problems with vendor parts earlier and Victoria British went "above and beyond" to set things right. Since then we have taken several back road trips this season. And, of course, the daily drive.

Something that's always troubled me about our hobby is the question, "Were are the young people?". My favorite nephew is turning 16 in October so I made his day by announcing he is receiving the TR as a legacy. One provision: he can't sell it. If his interest or priorities change he sends it home to KC until he's ready for it again.

Jane has always just tolerated the 7; to her it's an extended bad hair day, so she's happy to see it go. I located a more posh, closed sports car (Porsche 944); I'll star restoration on it this winter.

So after the All-British show this year no more hooligan, top down motoring for me. It's been fun.

Neat idea: the local Porsche club has a good way to accommodate members who work second shift or have busy weeknights, they have a weekly Saturday breakfast get-together.

A DAY IN INFAMY by Larry Birks

Monday 7/14/02- 8:30pm. Final touchups and engine compartment duties. Repaint of spin-on filter to match original canister is super and went on without a scratch!

8:45pm While priding oneself on the oil filter, it was duly noted that the fuel filter bowl was about 1/3 full of silt!!! Not so, says I, since I duly rebuilt the fuel pump, wire brushed it, polished and clear coated same. What with only 75 miles on it, how could this be?

9:00pm Pulled both carburetor float bowls and "Wowzer" both were about 1/8" deep in the same silt. Not good, or as the English say, "No Joy" !!!

9:45pm Call to the tour director to tell him we would not be joining the Northern group at 7:00am or even

9:00am but rather, some later time we would be catching up! During the same 45 minutes, both float bowls were meticulously cleaned along with the fuel pump filter bowl. A few short cranks of the mercilessly wicked 4 cyl. proved that the filter bowl would soon be full of silt again after only 3 minutes, it appeared to have upwards of 1/8" silt and the petrol was something short of a snowstorm in January, Minnesota style!

Tuesday 5:30am. With all the diligence of an English Motor Monger, the chore of removing the gas tank, flushing the system and having "Trumpy" roadworthy by noon was up and moving. First problem was solved by a good dousing of Skeeter repellent as the little buggers smelled fresh blood the minute the garage door came up!

6:30am Upholstery removed, knuckles bloodied, arm bruised, various hardware lost to the driveway gremlins, and the task of removing the tank is about to move on with the speed of a wagon train heading West!

6:45am Petrol all over the mechanic, driveway, undercarriage, and about 8 gallons in various buckets, pails and wayward funnels. Short break to change clothes as the Petrol was trying to burn holes in various manly parts that might be needed at some later date. Analysis by Mass Spectrometer proved the earlier suspicion that the "silt" was truly sanding media and polishing compound, poured into the tank by laggard painters prepping the body and removing the gas cap to be sure that all the sand, compound and airborne contaminants would be attracted to the open pit leading to the Petrol tank!

7:30am 6th cup of coffee, tank out, life is good! Decided that while the tank was out, now was a good time to see why the petrol gauge only showed 1/4 full no matter how much was actually residing in the tank. A few lost nuts, lockwashers and screws later, the innards of the bugger was exposed. A magnifying glass showed how some versatile mechanic many years ago had cleverly wired the varister with 2 sizes of copper wire, and of course, over an extended period of demolition derbys, the wires had separated. "No problemo" he says, and proceeds to launch the miniature soldering iron and electrical grade solder. Moments later a trip to the waiting car proves that all that time was truly wasted and no change had occurred! "No Joy"

8:45am Second pot of coffee. The "Bride" of 25 years is starting to ask embarrassing questions, and on top of those, "What can I do to help?? 3 more trips to the soldering bench, finally leads one to The "Triumph Standard Factory Manual" (Hoping for Joy in the vast pages of knowledge). Test the Petrol sender this way, Did that, "No Joy". Take the Petrol gauge from the dash and test it this way, Did that, "No Joy". Hook the two together and test this way, Did that, "Wowzer" it says the sending unit is bad! I should have known that all along but just wanted to see if the Factory knew what they were doing.

9:45am Victoria British said they stocked the appropriate sending unit, and for \$70.00 I could come pick one up. The bride immediately left for Olathe with a kiss and a "I'll be right back", she was gone in a flash. Couldn't reassemble a thing till the new sending unit arrived so I proceeded to do all the little things I didn't get done the night before, like pack, load the floor jack and stands, 2 boxes of spare parts, test a hog nosed starter to be sure it would function just in case, pack 2 boxes of waxes, cleaners, leather care products, wire wheel wax, chrome polish, and a myriad of parts for the Tow Dolly!

10:20 am Time to "Flush the lines to get the Silt out. The adventure begins..... Petrol jumps out of the line and attaches itself to the steering column and freshly painted hammertone green oil filter.....@#%@%#%. A quick wipe with the bounty prevents a major catastrophe, but will require careful touchup and rubbing compound on the steering column. "We can handle this." Next the "air pressure into the line to cleanse the innards".....Petrol everywhere, wipe the body, shine gone from the boot....."We can handle this." "Wowzer" what about back flushing the lines to clear the silt???? Sure, get the suction pump hooked up. More gas on the oil filter, floor, and the eruption into the boot area..... Like Mount Vesuvius!! More clean up "We can handle this."

12:30pm The Bride arrives with said sending unit which of course was made in some Taiwan garage of parts known only to Superman, and didn't look even close to the original laying in pieces on the work bench. Checked for fit... .OK Checked for appropriate function....."NO JOY." The bloody thing didn't work any different than the one that had been overhauled several times in the morning!! Back to the Fluke!! Back to the Factory Manual!! Back to the Workbench "NO JOY".

1:30pm To H.... with the bloody sender, put the mess back together, calculate the gas mileage like a good little engineer, pretend you're on a midnight rally and can't see the bloody gauge, and get on with it!! 2:30pm Petrol tank reassembled, re-installed, and hooked up to the fuel lines. Vent in place, wiring connected, "No Joy" on the Petrol Gauge still, but "what the Hay".

3:30pm Upholstery re-installed, completely cleaned due to the grease, oil, petrol, and sweat stains. By now the driveway is approaching "roast" and the tools are too hot to touch.. Petrol in the tank, add the 104+ Octane boost, lead additive, hit the starter, and..... "It's Alive". Decision time, the Bride wants no part of driving till

4:00am by herself, following "a lunatic with a British Flag hat", and being a bit tired and over stressed, the Command decision was made to load the TR on the Tow Dolly and head North!

4:00pm Loaded same TR on Tow Dolly. Strapped it down, then decided a trip around the block "Just to be sure" proved that "if something can go wrong on the way to the Nationals, it will"..... Gas leak under the car. Get the 1/2" socket set and torque the bugger till it stops the leak or strips the threads. Two stops to tighten the straps, "No Problemo", however upon close examination it appears that the tail of the TR goes its own way, and as a result, the back of the tire hold down strap moves about and cleverly jumps out side the front fender! All right hand turns..... "No Problemo", however, a left hand turn would most certainly turn the front fender into something approaching the tinfoil wrapper discarded from a piece of Wrigley's Peppermint gum!..... NO JOY!!!!

New Road chip and seal on the trip around the block,1/2" of dust on the clean TR and Yukon.....Priceless!!

4:14pm The "Bride" is pacing the floor since cancellation time at the Brothel in Minnesota is upon us and \$ are beginning to flow from her bank account! "Cancel the d.... reservations" seemed an appropriate conclusion to her pacing and heavy breathing, and sent her scurrying to the house to beg for leniency from some teenage clerk at the Brothel in Minnesota!

4:45pm TR unloaded, and returned to the bat cave, Yukon unloaded and returned to the shed.

5:15pm Decision to load the Mechanic! It's Guinness time!!

5:30pm Decision to Scrap the Nationals this year and go instead for a ride in the wilderness where the Guinness runs from the rocks.

Sometimes the Dragon Wins!

TRIUMPH HISTORY OVERVIEW by Steve Olson

The December 2002 issue of British Car Magazine has a 6 page, color picture spread on the early history of Triumph sports cars from the start up through 1965. There is little new information for the experienced TR2, TR3, TR4 fan but it does summarize a lot of data in a small space. It is a great overview that leaves the curious wanting to know more. And the photos of the cars are beautiful. Browse through a copy at the library or the book store or you could even blow \$5.95 and purchase a copy.

WELCOME NEW MEMBERS!!!

David Blasiar
5110 W. 111th Terr.
Leawood, KS 66211
913-345-8987
BlasiarDA@bv.com

Clay & Donna Cooper
25531 Tonganoxie Rd.
Leavenworth, KS 66048
913-727-2422
dynamisdude@aol.com

Don & Debbie Boyko
16205 W. 125th Circle
Olathe, KS 66062
913-829-7303
dmboyko@aol.com

Stephen & Ho Yong Oertwig
HHC 13 MEDCOM Unit 15281
Box 708
APO AP 96205-5281
Oertwig@hahanet.net

FOR SALE: 215 Buick Aluminum V8, very nice. Vintage '62, low compression block. \$350 or let's talk.
Jim Dunlap, 813-836-5473.

Ask a friend to join/rejoin the club.

Your name _____ Spouse's name _____

Address _____ Home telephone _____

_____ E-mail address _____

| Triumphs currently owned: | Year | Model | VIN |
|---------------------------|-------|-------|-------|
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

Mail above form with \$15 check payable to "KC Triumphs" to: Laraine Edwards
10133 Craig Dr.
Overland Park, KS 66212



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



10133 Craig Dr.
Overland Park, KS 66212

