



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXV, Number 1
February/March 2003

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com
Asst. Director: Woody Underwood, 816.523.8356, woody@prodigy.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/Publisher: 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 ALL YEAR LONG!

PLANNING MEETING FEBRUARY 22 AT THE WOODY'S

MORE INFORMATION INSIDE

EDITORS NOTES:

You'll notice a few changes in the masthead this Newsletter (And I get to go first this time cause' I was Director before Jeff was, if only for three days). We DO have a new Director, Jeff Givens. He had declined due to business reasons, but relented and decided to take the task on anyway...thanks Jeff...it just wasn't my time I guess. So I took on the Assistant job and you'll probably be stuck with me as Director in a year or so. I'm continuing the Editorialship of the Newsletter and doing the Publishing too (With help from Holly, who actually types with more than two fingers, amazing). Many thanks again to Paul, Gary and Laraine for continuing their work on the Board and contributing to the Newsletter. And thanks again to Cynthia...the electric stapler is passed again.

I had a few folks ask why the Newsletter was late this time of year. As long as I've been involved with the Club, we always skipped December/January because there just wasn't anything happening with Club events. So I'm rescheduling the mailing dates so the publication will come out the first week of EVEN months...February, April, June, August, October and December. This way we get the Progressive/Annual Dinner included in upcoming events on a more timely basis and hopefully it will bring closer attention to our traditional events. If you read closely above, the Triumphs Club year does now seem to run all year long.

Many thanks to the other Woodys for a great job running the Club the past couple of years, they definitely set a benchmark for all that follow. I have no doubt that Jeff is up to the task and truly believe there are no more gravel roads in our future!

Your esteemed Editor is getting Roadrunner this week, so no more busy signals and watch out for a new e-mail address soon. The Brown Rat is hibernating this winter in a heated garage in Independence and stinking up the lady's whole house with Castrol hydraulic fluid...sucking up that stuff all winter...she's gonna have to have a Triumph!

Woody

Note: A Club Roster and Upcoming Events Calender will be in the next Newsletter and the Events Calender WILL be included in each months issue in the future.

Turn the page and read what Jeff wrote, it's good stuff.

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! The New Year is here already and our yearly-planning meeting is just around the corner. I am very excited about the upcoming year and all of its possibilities. Being the new director of our club I truly look forward to the Triumphant year ahead. Let me begin by telling you all a few things about myself and the family. Micki (my wife) and I, along with our two children, have lived in Lansing, Kansas for about seven years. We spent 23 ½ years in the Army prior to finally retiring in the Kansas City area. Almost 12 years of our Army career was spent overseas and in various exotic and faraway places. It was good to finally settle down! I can promise you that there is no better place in the world to be than the United States of America no matter what problems we may have. It is good to be an American! I now own a business in North Kansas City, Missouri and commute from Lansing daily. Our business is expanding and continues to require lots of tender loving care. It is truly a balancing act of epic proportions!

I turned 50 years old last week and realized that I have been "with Triumph" for more than 30 years with the same car. I bought my first TR3A when I was 18 years old while attending Linn Technical College in Linn, Missouri (I had escaped from Kemper Military School for one year). The Jefferson City classifieds stated "Triumph TR3 for sale – dependable transportation – great condition." At the time I did not have a car at the school and so I thumbed a ride to the outskirts of Jeff City and looked at the car. A lawyer was the proud owner and the car looked pretty rough, but it ran. I was excited! When asked what he wanted for the car he stated \$200.00. My hopes were dashed, as all that I had was \$36.00. The lawyer could not believe it and told me he was not interested in selling for \$36.00. I started walking down the driveway and up the road to thumb a ride back to Linn. I was all the way to the road when he ran out yelled he still could not believe all I had was \$36.00. It was quite a scene, but that was all the money that I had. He gave me the car for \$36.00! My excitement level could barely be contained as I sped down the road back to Linn Tech. Night was falling fast and I could not help but notice that the car lights were dimming, the engine had a slight miss, and was beginning to overheat slightly. I stopped the car, raised the hood, and found that the adjustment bolt for the generator had broken off! It took a few minutes, but I found an old piece of 2 X 4 on the side of the road, trimmed it down, and hammered it between the block and generator. Suddenly the lights were brighter, the engine stopped overheating, and the miss was gone! Victory! I continued down the road. Within about 15 minutes the engine stopped dead and I coasted to a stop. Ten minutes of searching led to the discovery of the white ignition wire to the coil broken. That being repaired, I was on my way again. All was good for the next 15 minutes when I began to smell smoke. I stopped the car and searched for the "leaking" smoke. The heater rheostat had shorted internally and was melting a few wires. No heat! I had to pull the power wires loose just to get it to stop shorting and then used the sleeve of my coat to pull off the burning insulation. Shortly thereafter, I was back on the road again. I had no more trouble with the car until I pulled into the driveway of the dormitory and promptly had a right rear tire blow out. Good thing it was a Saturday and I had all of Sunday to repair my "dependable transportation". We had made it through our first "long" road trip. Throughout my year at Linn the little Blue TR3 did provide me with good "repairable" transportation. With my budget on a shoestring it was not possible to repair everything at once, but I was working on it. I learned a lot. I graduated from Linn Tech (the one year program) in the spring of 1972 and was enroute to Fort Riley Kansas for six weeks of the Cadet Officers Basic Course, an ROTC requirement. I was crossing a very rough railroad track in Junction City, Kansas when I heard a grinding noise and felt the car do something strange. I stopped the car and attempted to get out. The door would not open. No amount of pushing would get the door open! I jumped out over the top and discovered that the left side of the frame had broken in two because of the severe rust and the door was keeping the left side of the car from hitting the ground. I slowly drove to the post auto craft shop where the mechanic pronounced the car "dead on arrival". It could not be saved. I was able to sell the engine and transmission for \$120.00 and went through camp car less! My first TR3, gone! I will finish the rest of this story during the next newsletter, so stay tuned.

See you at the planning meeting in February! Jeff Givens

HERB MOORE

I lost a friend last year, we all did. He was a pretty good guy, a very good guy... and I'm going to miss him, Wanda, and the dogs (the buckets too) at our events. I have my own Herb stories as I'm sure everyone does. So let's dedicate this years Newsletter to his memory. Please send me something about your memories or encounters with Mr. Moore and I will include them in every publication. For now, here's what Paul McBride had to say about the man:

HERB MOORE May 14, 1922--DEC 13, 2002

"We have lost a hero" were the first words of Reverend Ekstrand who officiated at Herb's funeral. How apt they were for those of us who knew him and the impact he and Wanda have had on our Triumph Sports Car club. Herb grew up in Kansas City Ks. and he & Wanda graduated from Wyandotte HS. He joined the navy and, at 19, survived the attack on Pearl Harbor while serving on the U.S.S. Medusa.

We first met Herb in June of 1981 at our at our inaugural Mid-America Triumph Regional Meet. He said that he was working on a Triumph, but living in Windsor, MO, we figured that he & Wanda wouldn't make many of our functions. Wrong! They were more active than most KC members. The yellow TR3A along with a Volkswagen bus became a fixture at our events. Herb set up the canopy and large sign he made at the All British Meets and he introduced us to the "Sorghum Buckets," a delicious adult beverage of his own concoction so frosty that gloves were needed to pass the communal bucket among the group.

In 1982 he and Wanda began hosting an annual spring picnic banquet at their home in Windsor. For many years we enjoyed Herb's brisket and roasted whole pig. Herb & Wanda were so loved that in 1984 our club presented them with an OUTSTANDING MEMBER'S engraved award.

The family requested a Triumph car procession to the gravesite. Four of us drove our cars to the funeral in Windsor; Gary Davis, Jack Edwards, Larry Birks and Paul McBride. Herb's car led the procession driven by it's new owner. It was quite a sight to see the old yellow TR3 and 3 more TR3's and a TR4A leading the way to the full military honors gravesite ceremony. Our club had many other members present and Larry Birks and I were pallbearers. Flowers were given by KC Triumphs.

We all have and treasure many stories about Herb, but most of all he was the "salt of the earth." A man who gave sage advice, strong opinions, engineering know how, generous and helpful to all. When I think of Herb I think of another old adage, "If it's worth doing, it's worth doing right." Herb lived his life "right" and well.

Paul McBride

In Loving Memory Of

HERB MOORE

May 14, 1922 ~ December 13, 2002

Age ~ 80 years, 6 months, 29 days

Funeral Services

Hadley Funeral Home

Windsor, Missouri

Tuesday, December 17, 2002 ~ 2:00 p.m.

Officiating

Reverend Gene Ekstrand

Music

Laura M. Fetters ~ Organist

Musical Selection

"Amazing Grace"

A recording of Scottish Bag Pipes

Casket Bearers

Larry Womble

Steve Eggers

Larry Birks

Dick York

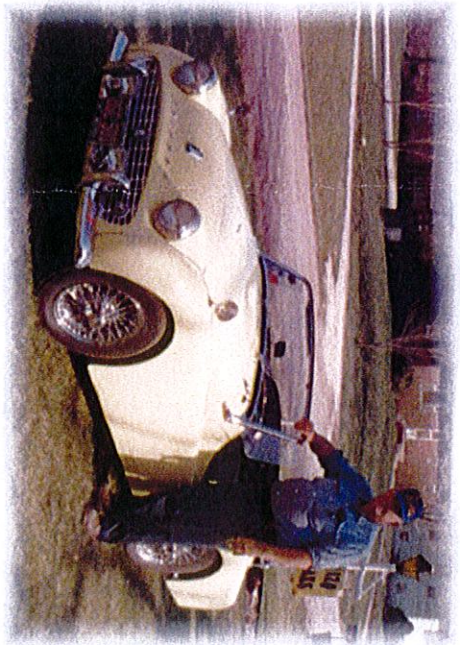
Paul McBride

Gary Baskins

Interment

Laurel Oak Cemetery

Windsor, Missouri



HERB MOORE

Herbert W. Moore, 80, of Windsor, Missouri, died Friday morning, December 13, 2002, at the Windsor Health Care & Rehabilitation Center in Windsor, Mo.

He was born May 14, 1922, in Kansas City, Kansas, the son of Herbert Wesley Moore and Lillian G. (Bogard) Moore. On April 6, 1944, in Kansas City, Ks., he married Wanda Helen Davis, who survives of the home.

Herb was a Naval Veteran of World War II serving in the Pacific Theatre. He was a survivor of the Pearl Harbor attack, which occurred while he was serving on the U.S.S. Medusa. He also served, during the Korean Conflict, on the U.S.S. Pickaway. He retired from the Navy in 1960 and went to work for the Peabody Coal Company, where he worked as a welder. He later moved into the Man Power Development Division of Peabody, training employees throughout the company in various mechanical fields and related subjects pertaining to coal mining. He retired from Peabody Coal Company in 1982. He enjoyed restoring Triumph Sports Cars and was a former member of the Kansas City Triumph Club. He was also a life member of the Windsor VFW Post 2610 and the Windsor American Legion Post 82 and the Pearl Harbor Survivors Association.

In addition to his wife, Herb is survived by 3 sons, Bradley K. Moore, Gloucester, Virginia, Timothy W. Moore, Rock Springs, Wyoming, and Marcus L. Moore, Munising, Michigan; a grandson, Jason Stuart Moore, Memphis, Tennessee; 2 step-grandchildren, Yvonna Morris, West Branch, Michigan, and Jay Cline, Suffolk, Virginia; 5 step-great-grandchildren, Katlin, J.T., Tyler, Parker, and Bryce; and numerous nieces and nephews. He was preceded in death by a brother and a sister.

TRIVIA QUESTIONS

OK, not the best quality resolution (Another example of why we ask for items to be sent via Word Document) but a neat quiz worth testing yourself with. Thanks to Robin in St Joeseph.

So You Think You Know Cars? Classic Slogans I.Q. Test

The next time you're at a car event, or go to a party with people who know cars, see if they can name what makes used which slogan in advertising campaigns. It's a lot of fun and will challenge the best of you. Try taking it yourself and see how you do! On this page you'll find the Slogans. See if you can name the make of each car before turning to the next page for the correct answers.

- 1 Low cost transportation.
- 2 The restful car.
- 3 The supreme combination of all that is fine in motorcars.
- 4 Ask the man who owns one.
- 5 The car that made good in a day.
- 6 Sleeve valve motors improve with use.
- 7 The car of silence.
- 8 The car with the 16 valve motor.
- 9 The car that has no valves.
- 10 Solves the air-cooled automobile problem.
- 11 The car with the rotary air cooled motor.
- 12 It drives, it steers and brakes on all four wheels.
- 13 Champion of the world.
- 14 The hill climber.
- 15 Good everywhere.
- 16 A hill climber built in the hills.
- 17 The palace of the road.
- 18 Quality goes clear through.
- 19 A quality car.
- 20 Gets there and back.
- 21 The guaranteed car.
- 22 The car without a weakness.
- 23 The most for your money in a automobile.
- 24 The car you ought to own at the price you ought to pay.
- 25 The car too good for the price.
- 26 Legitimately high priced.
- 27 High grade at a modest price.
- 28 Made up to a standard, not down to a price.
- 29 More for the money than the price suggests.
- 30 Easily the best built car in America.
- 31 The super fine car.
- 32 Just a real good car.
- 33 Built for her majesty the American woman.
- 34 Tested and proven in the toughest conditions.
- 35 A Chicago car for Chicago.
- 36 The car of simplicity.
- 37 The simplest car.
- 38 Standard of the world.
- 39 The distinguished car.
- 40 The made to order car.
- 41 Choice of men who know.
- 42 The car of absolute excellence.
- 43 Buy a _____ and keep your money.
- 44 A car drives, a _____ guides.
- 45 Ride a _____ then decide.
- 46 The name that means something.
- 47 The most beautiful car in America.
- 48 There is a _____ in your drive.
- 49 The goodness of automobiles.
- 50 All the name implies.
- 51 Gem of the highways.
- 52 Best car in the world.
- 53 The Beau K of the world.
- 54 No clutch to slip, no gears to slip.
- 55 Look for the white triangle.
- 56 When better cars are built.
- 57 It runs in silence.
- 58 The famous name.
- 59 For economical transportation.
- 60 Nothing to watch but the road.
- 61 _____ has a better idea.

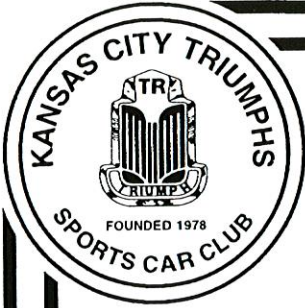
HERE ARE THE CORRECT ANSWERS!

- | | | | |
|----|---------------|----|-------------------|
| 1 | STAR | 31 | TEMPLAR |
| 2 | PACKARD | 32 | DURANT |
| 3 | PACKARD | 33 | PULLMAN |
| 4 | PACKARD | 34 | HANSON |
| 5 | STUTZ | 35 | BANKER |
| 6 | WILLYS KNIGHT | 36 | AUTO CAR |
| 7 | LYONS KNIGHT | 37 | CRESTMOBILE |
| 8 | DREXAL | 38 | CADILLAC |
| 9 | ELMORE | 39 | DANIELS |
| 10 | FROYER MILLER | 40 | SPRINGFIELD |
| 11 | EAGLE | 41 | HUEBERT A. LOZIER |
| 12 | F W D | 42 | NORWALK |
| 13 | PIOLET | 43 | BATES |
| 14 | MYTAG | 44 | FARMAN |
| 15 | BUICK | 45 | GLIDE |
| 16 | GLIDE | 46 | AUBURN |
| 17 | PULLMAN | 47 | PAIGE |
| 18 | DORT | 48 | FORD |
| 19 | MORSE | 49 | MINERVA |
| 20 | PRESCOT | 50 | PEERLESS |
| 21 | GARDNER | 51 | COLUMBIA |
| 22 | MODOC | 52 | ROLLS ROYCE |
| 23 | CENTURY | 53 | YALE |
| 24 | MITCHEL | 54 | METZ |
| 25 | RELIANCE | 55 | HUDSON |
| 26 | LOZIER | 56 | BUICK |
| 27 | RUSSELL | 57 | IRIS |
| 28 | COVERT | 58 | PONTIAC |
| 29 | GRAY | 59 | CHEVROLET |
| 30 | LOCOMOBILE | 60 | OLDSMOBILE |
| | | 61 | FORD |

IF YOU GET 10 OR MORE CORRECT, YOU'RE A GENIUS!

(or, you're very, very OLD!)

If you are aware of other slogans used by vintage and classic cars,
send them to us and we'll include them in the next edition of
"The Mother of All Car Books."



10133 Craig Dr.
Overland Park, KS 66212



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

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

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



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXV, Number 2
April/May 2003

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com
Asst. Director: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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/Publisher: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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 ALL YEAR LONG!

CURRENT ROSTER INSIDE

EDITORS NOTES:

Ahhhhh, Spring. Bryan Busby assures us it's coming, but not so sure just yet. I must apologize for the Newsletter being about a week late, we had a few electronic glitches involving the roster and Paul's column. I'm a dinosaur when it comes to computers (I call them "confusers") and I suspect some of our comrades and their equipment aren't far behind me... nothing to be ashamed of!! But it always gets sent somehow, this time with a stamp via snail mail again. Improvements are hopefully in store for the future. My personal thanks to the Woody's for hosting a good Planning Meeting and Jeff for presenting a good program for the year ahead. And my apologies again for banging the Adkin's Stag, not an SUV driver here I guess. You'll see that we have an ADVERTISER! Most of you know Gary and we appreciate the business, thank you Mr. Gumminger and good luck in your new endeavour. Enough for now, hope to see you all somewhere, sometime this year. And Paul, don't fret, I'm working on another Roster which includes "cars owned and commission numbers".
Woody

Unfortunately, Jeff was unable to provide Director's Notes for this issue.

WELCOME NEW MEMBER:

Bob and Barbette Jones
183 NE Rosewood Court
Lee's Summit, MO 64064
Drummerbobj@cs.com
1979 Spitfire

Planning Meeting Report

Twenty members attended this event with several driving their British cars. Tops up of course. We all had a delightful evening. The pot luck was more balanced than we expected. We had plenty of good food to eat.

New director, Jeff Givens, conducted the planning meeting which resulted in a very full calendar for the coming year. Many months will have multiple events. There will always be something fun to do in our Triumphs.

Wabash BBQ

Our annual trip to the Wabash on Saturday June 28th will have a new twist to it this year. Ann and I have decided to add a scenic road trip. It's also going to be a combined event with the KC MG Club.

We will start with a light lunch at the Wabash then drive to the Amish community of Jamesport, Mo. to browse its many antique shops. We will then return over more scenic roads and back to the Wabash for an evening of blues music, brews, and more BBQ.

You will have your choice of two different start times for this event. Those of you who wish to have lunch at the Wabash and go to Jamesport for an afternoon of antiquing will meet at the Wabash at 11:30. If you think that eating BBQ twice in one day is too much for the arteries, but you want to go to Jamesport and skip the lunch, meet us at 12:30.

The people who live south may chose to meet at the Edwards' home for the trip to Excelsior Springs for lunch at 11:30.

Get your errands done early so you can have the rest of the day for top down fun. The Wabash is located at 646 S. Kansas City AV.; Excelsior Springs, Mo. (PH. 816-630-7700). Meet at 11:30 for lunch and drive; 12:30 for drive; or 7PM for dinner and music. Contact Richard & Ann 816-628-4154

TEN YEARS AGO

As we began 1993, new officers took control: Co-directors Jim Brady & Cynthia Yin, assistant directors Randy & Ann Adkins, secretary/treasurer Charlie & Melanie Hoch, and newsletter editor Pat Fisher.

In March, we enjoyed a tour of Sheldon Classic Auto Restoration in Lawrence. James Sheldon explained the process of restoration on Jeff Given's TR3. Jeff, of course, is the current director. Larry & Linda Birks led the club on an April antique run which began at the Louisburg Cider Mill and continued to Garnett, Waverly, Ottawa, Wellsville, with ribs & slabs in Williamsburg.

New members included Tamara Gibson who is now married and living in Detroit. She and her husband Pat Barber recently returned to collect the Triumph Stag sold to them by Cynthia Yin. Put a Triumph in your day!

Paul McBride

PARTS FOR SALE

Triumph Herald 4:11:1 rear differential #Y 24399 smooth, no grinding, no leaks. Complete front suspension off of car for Triumph Herald with drum brakes. Bonnet for late model Spitfire minor amount of Bondo applied to front center of nose, very bad paint, no hardware or lights included. All loacted locally in south Kansas City, Missouri. Best offer taken. 816-942-6752
kcmgb@kc.rr.com

BLUE RIDGE MALL AUTO/ANTIQUE MALL

Meet at the Blue Ridge Mall around noon, April 12th. They have a restaurant serving sandwiches and such, jazz and blues at 2:00 PM. Cars for sale and of course antiques. I think some other car clubs are going to be there the same day. POC: Woody Underwood

EURO-ASIAN



MOTORS

GARY GUMMINGER
12804 Locust
KANSAS CITY, MO. 64145
816-210-8970

23 Years Experience

Major Mechanical Restoration Services
Race Preparation Performance Tuning
Minor Service

TRIUMPH NEWS



STANDARD-TRIUMPH MOTOR CO., INC.

FOR IMMEDIATE RELEASE

Contact: Dick Fehr
extension 334

How To Keep Alive Over Memorial Day Weekend

These reminders for safe turnpike driving over the holiday were suggested by Chris Andrews, president, Standard-Triumph Motor Co., Inc.

1. Ask yourself -- is your car in top mechanical shape?
2. Start out fresh and early.
3. Fasten seat belts.
4. Keep alert; concentrate.
5. Don't listen to backseat talk.
6. Don't tailgate.
7. Maintain the average speed of cars around you.
8. Keep to the right, especially when nearing your exit.
9. Use caution changing lanes.
10. Watch the other guy. He may do the unexpected.

5/25/66

A more or less updated version of the calendar through May. Remember, POC phone numbers and e-mail addresses are in the included Roster and everybody always appreciates an RSVP!

KANSAS CITY TRIUMPHS EVENTS 2003

April 12:	Blue Ridge Mall Auto Classics Meet @ the Mall @ noon. They have a restaurant for lunch, then we can look at cars for sale and antique. Blues and Jazz @ 2:00.	POC Woody Underwood
April 26:	High Noon Saloon Road Trip	POC Jeff Givens
April 27:	Swap Meet @ Hurst's (MG Event) Starts early, 9:00 AM. On 40 hiway in Independence about a mile west of Noland Road	POC Diane Cotton
May 1:	Club Night Out.	POC Jeff or Paul
May 3-4:	MG Club Slim Run	POC Gerry Cahill MG
May 17	Shootout in Chanute	POC Pat McCracken
	Drive-in Night	POC Cynthia Yin
May 24:	Atcheson Fly-In	POC Gary/Dawna Davis
June 1:	Kansas Speedway ARCA Race	POC Jeff Givens
June 5:	Club Night Out	POC Jeff or Paul
June 6-7:	Heartland MG Regional	POC Diane Cotton
June-July Newsletter will include more info for the rest of the year.		
June 14:	Lake of the Ozarks Road Trip	POC Lyman/McBean
June 28:	Wabash BBQ/Cruise Night	POC Richard/Ann Woody
July 3:	Club Night Out	POC Jeff or Paul
July 12:	SCCA & Air Museum Tour Topeka	POC Clay Cooper
July 19:	MG Club Drive-In Night	POC Diane Cotton
July 20:	Crown Center Car Show	POC Woody Underwood
Aug. 7:	Club Night Out	POC You know who
Aug. 7-10:	VTR & TRF Convention & Party	POC Jeff Givens
Aug. 30-31:	THE ALL BRIT AT THE AIRPORT!!!	POC David Mackintosh
Sept. 4:	Club Night Out	POC Yeah
Sept. 6:	Wine Tour in Rocheport	POC ???
Sept. 13:???	Chili Supper @ Woody and Holly's	POC Woody Underwood
Sept. 27:	Brits in the Ozarks-Arkansas	POC The Birks
Sept. 27-29:	McPherson Scottish Festival	POC The Edwards
Oct. 2:	Club Night Out	POC Whomever
Oct. 4:	Lawrence Wine Tour	POC Charlie Hoch
Oct. 5:	Lawrence Car Show	POC ???
Oct. 25-26:	FAT Run	POC ???
Nov. 6:	Club Night Out	POC Yes
Dec. 6:	Progressive Dinner TBD	POC TBD



10133 Craig Dr.
Overland Park, KS 66212



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

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

**Kansas City Triumphs
Sports Car Club**

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

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! Due to an electronic nightmare the Directors Notes did not make it in the newsletter. The yearly planning meeting went well and lots of events are in the forefront and will be fun. My little red TR3 is up and running well with slightly more than a thousand miles put on the odometer in the past three weeks. It is ready! As I had mentioned in the last newsletter, I would continue my Triumph history story in subsequent newsletters and will do so now. The saga continues.

I left off the story last month with my first TR3 gone due to a severe rusting problem in 1972 at Fort Riley, Kansas. It was a disaster of epic proportions at the time. I was in the middle of Kansas, in the summer, well away from home, 19 years old, no money, just my Army duffle bag, and no car. I hitch hiked back to Waynesville Missouri, took a summer job and tried to save some money. The Fall and new school year at Kemper Military School and College arrived quickly. During my Thanksgiving school break in 1972 I found a sad looking little red TR3 sitting outside of a repair shop in St Roberts, Missouri (Fort Leonard Wood). A closer look revealed a cracked engine block, broken gears in the transmission, no top, and severely weather damaged interior. It was love at first sight! The real positives on the car were found on the body. It was the first TR3 I had ever seen that had no dents anywhere on the body and no rust. Even the battery box was clean! No rust! I had to have it! I spoke with the owner of the garage. He told me that there was a garage bill against the car of \$200 dollars and the owner (a soldier) was no place to be found. It took several months of checking, but the Army had no records of the owner being in the Army and the state of Michigan (the car had Michigan tags) had no record of the numbers on the Michigan tags. According to the Highway Patrol, the owner did not exist, the VIN number had never been registered, the tags were never issued, and the title (Wisconsin) was not recorded! So I proceeded with getting a sheriff's title, paid the \$200 dollars, and had my prize towed home. My Mother took one look at the car and could not believe what I had bought. It did look a bit rough! For the next year I would come home from military school on the weekends occasionally to work on the car. Very little money, but lots of elbow grease. My Mother really wanted her garage back! The car was running before the end of the year and I was taking a few trips in it. A memorable trip in the late spring of 1973 was an infamous float trip. Myself and two other military school friends loaded up the TR3 with a case of beer, numerous bags of belongings, small tent, and a deflated rubber raft carefully tied to the convertible top a rope (really a dumb idea). Three of us in the car, in the rain, outside of Jefferson City Missouri, at 50 MPH the car hit a bump and suddenly became difficult to handle with lots of grinding at the rear. It definitely felt like a flat tire or something more serious. We stopped the car, got out, couldn't believe what had happened. The right rear wire wheel was gone and the car was riding on the brake drum! No other damage was done. We walked up the road and finally found the wheel, just laying on the side of the road. Two hours later we found the spin off in a ditch. We had to unload the car just to lift it and get the jack under it. We put the tire back on (by this time it was dark), repacked the car (still raining) and continued to the rafting site. We were cold, wet, and hungry. We reached the rafting site at Devils Elbow Missouri and put in at Norvells Sand and Gravel Pits late in the evening. The car was unloaded and parked next to our camp right near the



river. A fire was started, tents were put up, and the rubber raft inflated. Hot soup was eaten by the can until we were warmed up and went to bed. We slept like the dead! The morning was gorgeous with the sun shining, birds chirping, water in the background, it was just great. It took a few moments to notice, but the car was gone! We quickly climbed out of the tent and saw that the gravel bar we parked the car on had given way and the car rolled into the river! Imagine our surprise! It was partially submerged, but plainly visible. We ran down the road to Mr. Novells home to ask for help. Within the hour his tractor had pulled the car out, and we got it all drained and left everything to dry. We went rafting and walked back late in the afternoon. I worked on the car for several hours and amazingly found no water in the fuel or oil. The carbs had some mud on them, but were really pretty dry. The interior of the car was bad and smelled. The engine started and ran just fine, but no lights would work. The following morning we loaded the car, drove to get the raft, and slowly made our way back to school. We cleaned and scrubbed that little car for weeks after that! The summer of 1973 came and went quickly and then it was back to school. I went on many trips with the car during the summer and then the winter. The most notable was winter driving to see a girlfriend in Iowa. I took the car from Booneville Missouri (Kemper Military School) and drove through Des Moines to Boone Iowa in January 1974. The return trip went from bad to worse as I was caught in a snow storm on I-70 about an hour outside of Booneville. The convertible top (not in good condition) was literally ripped in half by a passing tractor trailer. I had to stop and put on all the clothes in my duffle bag and wrap myself in an old blanket to keep driving. The last leg of the trip had lots of snow and of course it was very cold. When I got to the school the car interior was filled with lots of snow and ice particles. I found an old piece of canvas from the school maintenance department to cover the car and then left it in the parking lot. During the night the canvas blew off and part of an ice storm moved in! The car really looked bad! It was several days before I could begin the clean out process and talked the maintenance folks into letting me bring the car inside. Before I could completely finish the repair work, I graduated from military school and went into the Army as a new Second Lieutenant of Infantry. With a little more money going into the car the repair was moving right along, until I got orders to go to Europe for three years. The car went up on jack stands at my parents home until I returned in 1977. Each month while in Germany, I would buy a few things Triumph and have them shipped home. The parts gathered at my parents home until it looked like a small warehouse. I had catalogued every part and piece for my eventual homecoming. In December 1977 I came home after being gone for three years, took some vacation, and worked on the car. The car was stripped down and painted. The engine and transmission were both rebuilt and installed. A new wiring harness was installed and hooked up. A new interior was completely installed and the fuel tank gone through and installed. It was looking good. The last item that needed attention was that the front end needed complete rebuilding. The rest of this story will be saved for the next newsletter as I am sure that you are a bit bored with my ramblings.

See you next time! And at the next event!

Jeff Givens





**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXV, Number 3
June/July 2003

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com
Asst. Director: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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/Publisher: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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 ALL YEAR LONG!

AHHHHHHH SPRING PART II (HOPEFULLY IT'S REALLY HERE)

EDITORS NOTES:

Batteries. I'd bet we all have a story about one of them. The Brown Rat finally came home a week or so ago after sitting unattended for five months out in Indy...started right up and ran perfect all the way home. Went out the other day to take it for inspection and, yes, of course, battery dead as a doorknob. Pulled it out, looked at the sticker and, my gosh, ten years and one month old to the day. It had never been disconnected and never put on a charger...so guess I recommend Delco (Delphi) batteries and did go buy another one. Hope I get ten years out of it too. Third one for me this year, the Jimmy's lasted nine years and the BMW gave me eight. So am I lucky or just buying the right product? Don't know but have always stuck with Delco, Sears (Same thing) or BMW and truly believe that non-brand-name cheap batteries are a waste of time and money. Sorry Holly and I haven't been around much, very busy getting her settled in here and the house back together after a couple of years getting myself back together, but we will see you all more this Summer. Let's all be thankful that the All Brit is back in it's rightful place once again and show our support with a record turnout of Triumphs this year, they seem to have turned things around and are back on the right track.

TEN YEARS AGO:

Paul reported that...nothing happened with the Triumph Club...hmmmmmm? But our twenty-fifth anniversary is coming up in September and he promises a BIG article about the founding.

WELCOME NEW MEMBER:

Jack Edwards reported that he met this gentleman at Victoria British the other day and signed him up. Kevin Meyers of Kirksville, MO. I'll get him a Newsletter.

OH YEAH:

If the print quality of this issue is a little poor I apologize. You know that free ream of paper Office Depot gives you for buying a new printer cartridge, I'm using it, so I guess that takes us back to the battery issue.

PAST EVENTS:

BLUE RIDGE MALL AUTO CLASSICS: Was too nice a day to be in a basement. First warm one of the year and windy but we did have a few members show up including a new couple. This is worth doing again. They have some interesting and nicely displayed vintage cars for sale, acres of antiques and a great little restaurant with good food, drink and a pretty good little jazz combo. Woody Underwood.

HIGH NOON SALOON ROAD TRIP: No report.

DRIVE-IN NIGHT: No report.

KANSAS SPEEDWAY ARCA RACE: No Report.

UPCOMING EVENTS:

WABASH BBQ JUNE 28: Will have a new twist. Lunch at the Wabash and a road trip to Jamesport. So either: Meet @ the Wabash for lunch 11:30 and drive to Jamesport OR meet @ the Wabash 12:30 for just the drive. Then it will be back to the Wabash for BBQ and blues after Jamesport...around 7:00. A separate group may leave from the Edwards at 11:30. Call Richard and Ann for more details.

LAKE OF THE OZARKS ROAD TRIP JUNE 13/14/15: It's time again to make plans for the Lake trip. The Lymans and the McBeans invite all Club members for the weekend. Like last year, we'll meet for dinner Friday night, cruise Saturday and gather for cocktails at McBeans' lovely condo before another dinner that evening. Sunday you're on your own for shopping, whatever.
Hotels: Baymont 573.365.2700 Marina Inn 573.365.2575 Holiday Inn Ex 573.302.0330
Call the Lymans or McBeans for more information or directions.

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! We have had several events since our last letter. The High Noon Saloon run was a great success with lots of attendees. In addition to the road trip, the competitive gaming, the food, the English tea house in downtown Leavenworth, going through security at Fort Leavenworth, the post tour, and the Frontier Museum, we put up with the annual Fort Leavenworth garage sale. We stuffed quite a bit into the day and had a great time. The weather for our short road trip was very chilly in the morning, but turned outstanding within a short time. My hat is off to Mark and Renee Meyer who stuffed their two boys in the spacious and cozy back seat of their TR3 and made the early morning trip top down from Bashor Kansas. Did I mention that it was very very chilly early in the morning. The entire family was dressed as though they were heading to the Arctic!

My TR3 has been on the road quite a bit over the last three weeks. One trip to Omaha, two trips to Des Moines plus the Atcheson Fly-In with gravel roads and pouring rain. Lots of rain. At the recent club night out we were indeed honored by the Maas family to help celebrate Johns birthday. It was done in excellent fashion at the Kansas City International Raceway (dragstrip). It was a "run what you brung" night with Jay Smith the hands down winner. 104 MPH through the traps in his slightly modified TR4! The John Maas race truck was the club favorite as he threatened numerous race machines. Thank you John for the invite. John brought his RV to the track to serve as the "race" headquarters and the club members attempted to set up a grudge race between the RV and the track Zamboni machine! No takers on that one. Nonetheless a fun night. There are still numerous events that are scheduled, so please check your emails and do send an RSVP if it is required.

As I had mentioned in the last newsletter, I would continue my Triumph history story in subsequent newsletters and will do so now. The saga continues!

I left off the story last newsletter (the story sent by email) with my returning to the U.S. (Fort Benning Georgia) from a three and a half-year assignment in Europe in December 1978. Much of the TR3 had been rebuilt during the 24 month time period while assigned to Fort Benning Georgia. As an aside, a friend of mine on the post had a 25-foot sailboat, a TR6 and no money. I had a not running TR3, no sailboat, but I had money. We became a team! About every other weekend we would load up the sailboat, pack the TR6, and travel to Destin Florida for the weekend. Because of the weight of the boat we could never get the TR6 out of third gear for the three to four hour trip! The boat ramp provided lots of comedy to on lookers. All of that is another story for another time and I will save it for another newsletter.

New orders sent me to Fort McClellan Alabama in 1980. The TR3 still had numerous items left to restore of which the most serious was a complete front-end rebuild (I had been driving it despite the front-end issues). My cousin in Chicago was excellent at this type of work and volunteered to get it done. I borrowed a truck and trailer loaded up the car and numerous parts and left for Chicago. Just outside of Indianapolis the truck blew out the left rear tire and proceeded to leave the road trailer and all! I went down a small ravine, through a ditch, and back up onto the shoulder of the road. When it stopped I was soaked with sweat and probably suffering from shock! I thought everything was ok, until

I looked back at the trailer. The TR3 was no longer sitting on the trailer! I found the car on the other side of the ravine, stuck in the mud, and undamaged. It could not be driven out and had to be towed out. A tow truck bill, a new tire, and the TR3 reloaded back on the trailer finally ended my daytime excitement. The remainder of the trip was uneventful. I got to my cousin's house in Elgin Illinois and we immediately jacked up the car and started to disassemble the complete front-end. All parts were removed and the front mounting system was thoroughly cleaned, primed and painted. I began pulling out all of the new front-end components and laying them out to install. Only then did we notice that the bushing kit was the wrong one and numerous other parts did not fit. Numerous attempts to find anything that matched within the area were in vain. I had to leave without the car and coordinate the repair from long distance. It was three months before I could get back to the Chicago area to pick it up. Winter had just ended when I flew to Chicago to pick the car up. The front end was finished, my cousin had done a great job! With great fanfare I started the car and pointed the front end south to Alabama. Then it began to rain. It was not just any rain but a serious storm. Since I had limited time before I had to be back to Fort McClellan, I just kept driving. The windshield wiper rubber finally fell off well south of Indianapolis and there was none to be had at any price and it was still raining. So I bought several packs of cigarettes and would take three to four cigarettes at a time and smash them against the front window wiping it down very well. The tobacco acts as the poor mans rain-x in a pinch and will last for an hour or so. The car and me were soaked inside and out. As a result of the amount of water getting into the inside of the car the lights would flicker on occasion just to let me know that the car was reaching the limits of water tolerance! I found a motel, covered the car, and went to sleep. The car would not start the next morning. Lots of drying took place (the sun was finally out) before I could get back on the road again. The remainder of the trip was done top down and it was great. My assignment at Fort McClellan was for two years and during that time the TR3 went on many road trips. The car ran very well and very long! During the summer of 1982 I received orders to attend several military schools around the country and got paid to drive there. Giant road trip in the TR3! I loaded everything that I would need five months of temporary duty in the car. There was not much room left for me. The very first course took me to Fort Leavenworth Kansas for 12 weeks, then Kirkland Air Force Base New Mexico for two weeks, then on to Aberdeen Proving Grounds Maryland for 9 weeks, one week at New Cumberland Army Depot Pennsylvania (and a trip to the Roadster Factory), and then back to Fort McClellan Alabama! The trip to New Mexico went through lots of desert area. Because of the heat I drove in the evening and would stop late mornings. As I went up through some of the mountain passes I did have to adjust the carbs as the altitude increased. But the car performed well and never left me stranded. As I left New Mexico heading towards Maryland I noticed that the temperature gauge had started to inch up a little quicker than in the years past. By the time I got into Oklahoma I had to stop quite often to allow the car to cool down. Elk City Oklahoma was where disaster struck as the temp gauge pegged out and the lower radiator hose blew almost simultaneously. I pushed the car into a small service station that said "mechanic on duty". The first question the mechanic asked was "what kind of furen (foreign in Oklahoma speak) car is that?" I was pretty sure at that point I would have to help myself. We finally narrowed the problem down to a failing thermostat (the sleeved type) of which there were none to be had in Elk City. We substituted a Ford

thermostat for the Triumph one and just drilled a hole in the top bleed internal air. We had to make a hose fit as none of those were available either. It took a few hours, but the car was back on the road again. I soon discovered that the problem was not completely resolved as the car would slowly start to heat up (after several hours of driving) and not cool until I stopped. It was not until I got to Aberdeen Proving Grounds Maryland that the problem was discovered. The replacement thermostat was not a sleeved version and allowed the hot water in the head to just circulate and not completely cool. So I pulled the small bypass hose off and used a piece of the end of a whittled down broomstick hammered into the bypass to stop the water flow. The car took a little longer to warm up on cold days, but it worked! The Aberdeen Proving Ground story will have to wait for the next newsletter as this comment section is now too long. I hope you enjoyed this bit of rambling!

See you next time! And at the next event!

Jeff Givens

SERVICE INFORMATION

Spitfire Mk 3

In the instructions for lowering the soft top, given on page 14 of the Owners Handbook, one section should be followed with extreme care:

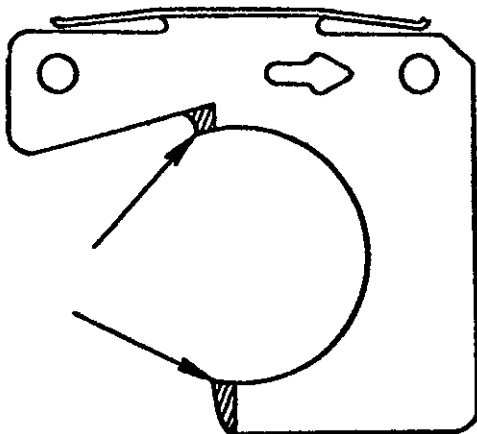
"Push the soft top header rail rearwards and slightly upwards while knocking the second hoodstick (arrowed Fig. 15) forwards until the assembly begins to fold. *Do not pull the second hoodstick downwards.* Continue lowering the frame and pull the fabric flat over the luggage compartment lid (Fig. 18).

If the second hoodstick is pulled downwards, it is possible for the flat ends of the stick to cut into and damage the top fabric.

Spitfire and GT-6

Some complaints have been received of brake squeal on both of these models. For the do-it-yourself mechanic, there is a simple remedy.

Remove the disc pad shims and cut back approximately 1/8" at the two points shown arrowed in the illustration below.



An additional note on the GT-6 is that there are now two alternative clutch assemblies approved for this model. One is a Borg and Beck, the other a Laycock unit. These units can only be installed as complete assemblies and it is not possible to use a Borg and Beck disc with a Laycock pressure plate or vice versa. Any member undertaking this major service operation should ascertain which type is fitted to his car before ordering parts.

LAYCOCK

Cover assembly	211146
Driven plate	150987
3 set screws (5/16" x 3/8 UNC)	HU.0857
3 flywheel dowels (1/4" dia. x 11/16")	DP.0411

BORG AND BECK

Cover assembly	213501
Driven plate	145968
3 set screws (5/16" x 3/8 UNC)	HU.0856
3 flywheel dowels (1/4" dia. x 7/16")	DP.0407

LOCAL CLUB NEWS

Kansas City Triumph Club

Here are the officers elected for 1969:

President	Vince Reese
Vice-President	Harvey Simpson
Secretary	Judy Henderson
Treasurer	Bob Cox
Council Rep.	Ron Henry
Board Members	Harry Henderson Rick Torres Paul Sterbenz

For information, write: Vince Reese, 4516 Claremont, Kansas City, Mo. 64133.

CLASSIFIED

ITEMS FOR SALE:

Pampered 1966 Spitfire, 42,000 miles. Transistor ignition, radio, console, roll bar, electric fuel pump, wheel covers, wood steering wheel, new radial ply tires. Good blue paint with 8" white stripe. New rear-suspension with Armstrong progressive shocks. Excellent mechanical shape. Asking \$1,000.00. Jon Laubin, Medical Dept., U.S. Naval Air Station, Brooklyn, N. Y. 11234. 212-CL 2-4242, Ext. 288.

1968 GT-6, Red with black interior. In like-new condition with only 6,000 miles. AM-FM radio. Car has never been raced, street driving only. Too small for my current needs. Best offer over \$1,900.00. R. B. Elam, Jr., Morrilton, Ark. 72110. 501-727-5444.

Late 1959 TR-3 with wrecked body. 21,000 miles. All mechanical parts in excellent condition, good radiator, etc. Make offer. John H. Miles, Box 1205, Lake City, Fla. 32055. 725-6148.

TR-3 gearbox. In good working order. Used on street only. \$50.00. Mike Cook, c/o TSOA, 600 Willow Tree Rd., Leonia, N. J. 07675.

ITEMS WANTED:

Hardtop for Spitfire, fiberglass or steel. John Laubin, Medical Dept., U.S. Naval Air Station, Brooklyn, N. Y. 11234. 212-CL-4242, Ext. 288.

TSOA SUPERMARKET

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl	\$4.50
Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA Badge	\$1.00
GT-6/2000 Competition Preparation Manual	\$2.00
TR-4, TR-4A Competition Preparation Manual	\$2.00
SPITFIRE Competition Preparation Manual	\$2.00
TR-250/TR-6 Competition Preparation Manual	\$2.00
British Leyland HIGH ROAD Magazine	\$6.00/year
JACKET EMBLEM	\$1.00
(Club Discount — 1 Doz.)	\$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

EDITOR, MICHAEL L. COOK

**22nd ANNUAL
KANSAS CITY ALL BRITISH CAR & CYCLE MEET
LABOR DAY WEEKEND, SATURDAY & SUNDAY, AUGUST 30 & 31 2003**

LOCATION

We return, this year, to the KCI Airport Marriott hotel. Grass field, great facilities, good hosts.

RESERVATIONS

Room rates are \$64.00 for 1 or 4 people. Call 800-810-2771 for room reservations. 8 August is the cut-off date for this rate.

AWARDS

We have eliminated the banquet this year. Trophies will be awarded after the popular voting has been tabulated.

SOUVENIR APPAREL

Top quality, 100% cotton T-shirts, silk screened with the All British art work are available at the regalia tent for \$12 each. One T-shirt is included in the registration fee if your form is postmarked by 24 Aug.

VENDORS

Space for local and national vendors is available. One vehicle per slot, please. Additional vehicles may be displayed for \$10 each.

JUDGING CLASSES

- | | | |
|-------------------------------|-------------------------|-------------------------|
| A Austin-Healy 100 4, 6, 3000 | K TR 4, 4A, 250 | Q Land Rover |
| B Austin-Healy Bugeye Sprite | L1 TR 6 1969-73 | R Lotus |
| C1 MGA 1500 | L2 TR 6 1974-76 | S Sunbeam |
| C2 MGA 1600 MKII & Twin Cam | M Spitfire & GT 6 | T Rolls Royce / Bentley |
| D MGB/C chrome bumper | N TR 7 & 8 | British Saloons |
| E1 MGB rubber bumper 74-80 | O1 Jaguar Sports pre 88 | U British sports |
| E2 MGB LE | O2 Jaguar Saloon pre 88 | W British race prepared |
| F MG T series | O3 Jaguar 89 & later | X British motorcycles |
| G MG Midget / A-H Box Sprite | P Morris / Austin MG | Z AC / AC Cobra |
| H MGB GT / MGC GT | Sedans & Minis | PC photo contest |
| J TR 2 & TR 3 | | |

Registration Form Please send to: Kay Gamble, 13621 S. Walnut View, Olathe, Ks. 66061
Checks should be payable to K.C. All British Car & Cycle Assn.

Fees

First car - \$25 _____	Additional cars - \$10 each _____	Totals _____
First motorcycle - \$15 _____	Additional cycles \$5 each _____	_____
Swap / Vendor - \$20 _____	Additional vehicle \$10 each _____	_____
Early Registration (By 24 Aug) bonus - T-shirt, circle size M L XL XXL		
Additional T's \$12 each M L XL XXL _____		

NAME please print _____ PHONE _____

ADDRESS _____

CITY, STATE, ZIP _____

Vehicle #1 Judging Class _____ Year _____ Type/Model _____ Color _____

Vehicle #2 Judging Class _____ Year _____ Type/Model _____ Color _____

Vehicle #3 Judging Class _____ Year _____ Type/Model _____ Color _____

Hold harmless Agreement

Owner voluntarily enters his/her vehicle in the 2003 All British Car and Cycle Meet, it is agreed as follows; (1) That owners will insure their vehicle against loss, damage, and liability. Proof of such insurance, being in full force and effect, shall be provided to the All British Car and Cycle Assn. And the Marriott Hotel. (2) That owners do, hereby, agree to indemnify and hold harmless The Association, the Marriott Hotel, and their 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. (3) The owners, in attending this event, does so voluntarily and agrees and assumes the risk of any and all damage to their vehicle or personal injury.

Owner's Signature _____ Date _____

Insured with _____

Schedule of Events

Saturday, August 30

Field set up, registration open at noon, burger & brat bar for dinner in hospitality room.

Evening ('bout 5PM) dinner run road rallye – Cash prize for first place and awards for 2nd and 3rd.

Sunday, August 31

8AM – 12 noon Registration

Noon – 2:30 Peoples choice voting. Silent Auction

2:30 – 5:00 McPherson College presentation

5:00 Awards presented in Hospitality room

AREA CLUBS PARTICIPATING IN THE KANSAS CITY ALL BRITISH CAR & CYCLE ASSOCIATION, INC.

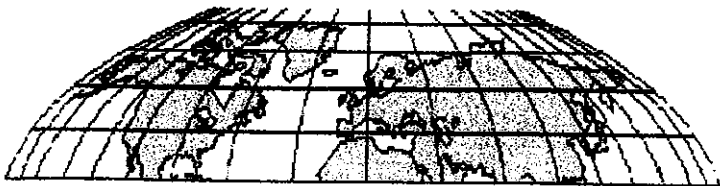
British Car Clubs of Wichita Lawrence All British Car Club Topeka British Car Club
Austin-Healey Club of K.C. Heart of America Motorcycle Enthusiasts (HOAME)
Sports Car Club of America Kansas City Triumphs Midwest MGA Club
Mid-America Diehard Mini Enthusiasts (MADMEN) Kansas City MG Club
Amalgamated Lotus Owners Assn. Greater Ozarks British Motoring Club (GOBMC)
Heart of America Jaguar Midwest Sunbeam Club Flatland Rovers Society
Heartland Morgan Club Rolls Royce / Bentley Owners Club
Greater Ozarks British Motoring Club (GOBMC)

Remember, POC phone numbers and e-mail addresses are in the Roster and everybody always appreciates an RSVP!

KANSAS CITY TRIUMPHS EVENTS 2003

June 14:	Lake of the Ozarks Road Trip Info included in this issue.	POC Lyman/McBean
June 28:	Wabash BBQ/Cruise Night Info in previous issue	POC Richard/Ann Woody
July 3:	Club Night Out	POC Jeff or Paul
July 12:	SCCA & Air Museum Tour Topeka	POC Clay Cooper
July 19:	MG Club Drive-In Night	POC Diane Cotton
July 20:	Crown Center Car Show Will e-mail everyone with more info when I have it.	POC Woody Underwood
August-September Newsletter will include more info for the rest of the year.		
Aug. 7:	Club Night Out	POC You know who
Aug. 7-10:	VTR & TRF Convention & Party	POC Jeff Givens
Aug. 30-31:	THE ALL BRIT AT THE AIRPORT!!!	POC David Mackintosh
Sept. 4:	Club Night Out	POC Yeah
Sept. 6:	Wine Tour in Rocheport	POC ???
Sept. 13:???	Chili Supper @ Woody and Holly's	POC Woody Underwood
Sept. 27:	Brits in the Ozarks-Arkansas	POC The Birks
Sept. 27-29:	McPherson Scottish Festival	POC The Edwards
Oct. 2:	Club Night Out	POC Whomever
Oct. 4:	Lawrence Wine Tour	POC Charlie Hoch
Oct. 5:	Lawrence Car Show	POC ???
Oct. 25-26:	FAT Run	POC ???
Nov. 6:	Club Night Out	POC Yes
Dec. 6:	Progressive Dinner TBD	POC TBD

EURO-ASIAN



MOTORS

GARY GUMMINGER
12804 Locust
KANSAS CITY, MO. 64145
816-210-8970

23 Years Experience

Major Mechanical Restoration Services
Race Preparation Performance Tuning
Minor Service



10133 Craig Dr.
Overland Park, KS 66212



Paul & Margaret McBride
22714 W 51St
Shawnee, Ks 66226

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

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



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXV, Number 4
August/September 2003

WE ARE TWENTY-FIVE YEARS OLD!

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com

Asst. Director: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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/Publisher: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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 ALL YEAR LONG!

AND I'M MAD!

EDITOR'S NOTES:

Cause I didn't get to spend much time with the Club this year. But there's still a lot of stuff coming up and, hopefully, some cooler weather. Getting married to wonderful Holly (You all should know that by now), vacation/kinda honeymoon in Washington and Oregon and my 40th High School Reunion pretty much took care of any time available in June or July. We will make every effort to attend upcoming events as the Brown Rat has been gnawing on the garage door out back to get on the road again.

About Oregon. What a beautiful place and great sports car country. But we didn't see many other than a pretty good size group of MGAs going the other way and organized accordingly...the bunch that went to bed early, then the folks that partied late and finally the gang that either stayed up all night or had car trouble. We had a rented yellow Mustang GT convertible and flashed lights at all of them and got a few waves, but it wasn't a Triumph and it certainly wasn't the same driving experience. There are convertibles and there are ROADSTERS...the Mustang certainly isn't the latter.

Please note that I reset the Volume clock to XXV, how it got to XXVII we will never know, but since this our official Two Five Anniversary we should be back on the right track.

Lot's of good stuff in this issue as you read on. A new advertiser has joined us, Rimmer Bros., the English spares provider and they have been delightful to deal with. However, they sent their remittance in pounds sterling and that sure made for an interesting experience one morning at my local Bank of America...who didn't have a clue. (Thanks to Jay, who as Director set up some pretty good contacts) Paul's column this time around is a history of the founding of KC Triumphs and Director Jeff's piece is something you just have to read...it's hilarious.

Enough from me now, let's keep this Club and the cars on the road. I want to be reading this Newsletter 25 years from now. (I'll only be 83, if I can do it Kansas City Triumphs can!)

Woody Underwood

THE KANSAS CITY TRIUMPH SPORTS CAR CLUB IS 25 YEARS OLD

Founded in September 1978 by Gary Davis and Paul McBride, the club has enjoyed 25 continuous years of celebrating the preservation and delights of Triumph Motorcars. Gary and Paul met at the Indianapolis Motor Speedway in July of 1978 for the 3rd national meet of the Vintage Triumph Register. They decided to form a local chapter of the national club for the Kansas City area as KC had been without a Triumph club for many years.

Much organizational work followed: fliers, ads in the STAR, trips to dealers (yes they still existed), parts suppliers and repair shops. The "Get Acquainted Picnic" was set for Sunday, September 17th, 1978 at Benjamin Trail Town, 87th & I 435. Twenty Triumphs and 50 owners attended! The organizational meeting was set for October 22nd at Rick Torres Skelly service on Santa Fe. Officers were elected, events planned and the 1st directory listed 23 charter dues paying members. The 1st annual Ozarks trip was on a cool April weekend in 1979.

People make a car club, and although we have had as many as 130 members a very few dedicated workers have kept KC Triumphs functioning. The following are some of those:

DIRECTORS

Paul McBride	1978-1982
Gary Davis	1982-1986
T.R. Wilson	1986-1988
Ted Honig	1989-1990
Bob McBean	1990-1992
Jim Brady/Cynthia Yin	1993-1995
Randy & Ann Adkins	1995-1996
Jay & Laura Smith	1997-1998
John & Nancy Maas	1999-2000
Richard & Ann Woody	2001-2002
Jeff Givens	2003-

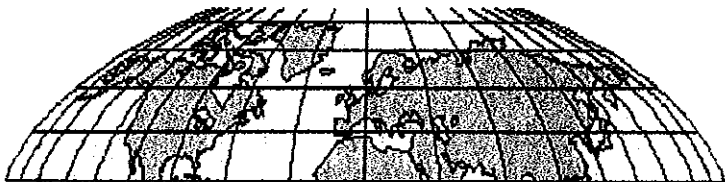
NEWSLETTER EDITORS

Gary Davis	1978-1992
Richard Peak	1982-1986
Maurice Ballesteros	1986-1988
Joni Wilson	1988-1999
Margaret Luthy	1990-1992
Pat Fisher	1993-1994
Jim Brady	1994-1996
Dan Heiman	1997-1998
Woody Underwood	1999-

PUT A TRIUMPH IN YOUR DAY!

Paul McBride

EURO-ASIAN



MOTORS

GARY GUMMINGER
12804 Locust
KANSAS CITY, MO. 64145
816-210-8970

23 Years Experience

Major Mechanical Restoration Services
Race Preparation Performance Tuning
Minor Service

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! The summer is moving along quite nicely and we have had more very successful events. We appreciate all of your efforts on behalf of the club and look forward to numerous upcoming events. There is an event for everyone no matter what your level of participation. I apologize for my being tardy or absent from some events as my time is torn between my expanding business, investors, and new product rolling out. My little candle is being burned from both ends for now. An end is in sight!

The Wabash BBQ was a fun event that put a lot of miles on the cars. Pressing business prevented me from starting on time so I played catch up and caught all participants in the Amish town of Jamesport. Lots of heat that day and not just from the sun. A very kind Law Enforcement Officer invited me to stop just outside of Hamilton to check the calibration on my TR3 speedometer. Finding nothing amiss and clearing me of any possible terrorist activity he prepared to issue me a citation for excessive velocity. However, a speeding and dangerously weaving pickup truck caught his eye and he let me go. It would have been a really bad ticket! Off I went, a little more slowly, to Jamesport. When we left the town another scenic tour was affected and a short stop at the Woodys to rest up. It was well needed, thank you Woodys. From there the Wabash BBQ beckoned and a good time was had by all.

The Topeka Air Museum trip was memorable. We took a meandering drive on Hwy 24 west (the scenic way) ending at the museum. A great tour, complete with tour guide was our reward. We were joined by the Topeka Club and met new friends. Charlie and Melanie Hoch opened up their gorgeous lake home to all of us for dinner, swimming, fishing, and a boat ride. I am checking to see if they would be willing to adopt me! Thank you very much Charlie and Melanie! It was very gracious of you both, we appreciate it.

Christine Rollert will get us a report on the Drive In Movie night. From what I hear it was very well attended and a good time was had by all. I understand that 19 British cars were in attendance!

The Crown Center World of Wheels Center of the Sun Car Show went very well and earned the club \$250 dollars. Richard and Ann Woody organized the event with eleven Triumphs in the show. One did have the feeling of being in an oven and my drive back to Lansing Kansas was a ride through a blast furnace. Hot! We had fun anyway and managed a few technical discussions concerning Triumphs and cooling systems.

I will leave this next week for the VTR and TRF Summer Party in Armagh Pennsylvania 7-10 August. It will be my short vacation from the business world not to mention a serious road trip. My TR3 is ready to speed (within limits of course) from event to event. I will attempt to participate at least one time in every event from autocross, hill climb, drag race, Poker run, TSD Rallye, mountain tour, and gymkhana. My tent, credit card, and TR3 are all ready and willing, now it is just a matter of tearing myself away from the business to get it done and get to the show on time. If the car breaks it will just turn into another adventure! See you all when I get back and some of you at the show. Remember that The All British Kansas City is the end of August. See you there as well!

Jeff Givens

Triumph
1922

RIMMER BROS

LAND ROVER
RANGE ROVER,
DISCOVERY, FREELANDER

Quality
Parts &
Accessories

Free
Catalogues

Worldwide
Mail Order

Extensive
Web Site

On-Line
Ordering

Parts for:

TR2-8

SPITFIRE

STAG

GT6

HERALD

VITESSE

2000, 2500

DOLOMITE

ROVER SD1

RANGE ROVER

DISCOVERY

FREELANDER



www.rimmerbros.co.uk
sales rimmerbros.co.uk

Tel: +44 1522 568000

Fax: +44 1522 567600

Wabash BBQ

Eight cars made the road trip through scenic northwest Mo. We toured a lot of antique shops. We tried to tour an auto museum but we arrived too late. Next year we will go there first. Five more joined us back at the Wabash for more BBQ and a great blues band that played mostly seventy's hits. Richard & Ann

Lake of the Ozarks weekend

On the weekend of June 13 our group of Paul and Margaret McBride, Gary and Dawna Davis, Karen and Doug Lyman, Bob and Marilyn McBean, Don and Jamie Clossen and their two delightful teenage daughters had a fun time at the Lake of the Ozarks. Friday night was dinner at Docknockers, a very casual and crowded lakeside restaurant. Saturday we cruised to a quiet cove and shared a delicious potluck lunch on Doug and Karen's beautiful motor yacht. The ladies all provided their favorite recipes. We relaxed after lunch - swimming in the lake, sunbathing, and the Clossen family tubing behind Bob and Marilyn's speedboat. We met at McBean's condo for hors d'oeuvres and drinks before going to Bentley's (an old stomping ground for the TR Club) for a great dinner. Everyone had a good time, and we hope to do it again next year - but we will try to schedule it other than on Father's Day weekend so more can attend.

Crown center

Eleven Triumphs came out for what was a very hot car show. One other Triumph (Trumpy) lost its coolant and didn't make it. We will see that sharp TR3 very soon. The best part of the day for my TR8 was coming home with the AC on for the first time.

Thanks to all of you who came to Crown Center. The \$250 check for our appearance is in the mail by the way. Hopefully the board will come up with a way to spend it on a celebration. Richard & Ann

Hi Triumph Lovers!!

When Linda and I finally put Trumpy on the road last fall, our first excursion was to the 1st "Brits in the Ozarks" car and cycle show in Fayetteville, AR. This show was a **Benefit for the Muscular Dystrophy Association**, and any and all proceeds over cost went to the MD Association. The drive was a little over 4 hours from Harrisonville and as reported earlier, Trumpy did well once we diagnosed the cutting out to be an overdrive problem.

We had a perfectly delightful time. The British Iron Touring Club, volunteers, and club members from all over showed us a wonderful time. We had a super backwoods tour for fun in the afternoon, and the awards banquet in an outdoor shelter house complete with working fireplace topped off the day. We enjoyed ourselves so much, I offered to do whatever I could to assemble the KC Triumph Club for this years event, and do what I could in other ways to make the 2nd annual event even better. Well, they took me up on it, and I've started the process of getting organized. (For those of you that know me, this is somewhat of a challenge!)

First things first, I'm attaching a copy of the flyer on this years event so you can mark your calendars and start your planning process! (Optimism was never one of my shortcomings!) I am very hopeful that most of you will join us for this wonderful Benefit Show for Muscular Dystrophy. Last year, the planners hoped to merely break-even and use this years event to go into the Black and be able to donate funding to the MD Association. Surprise of Surprises, at the awards banquet 115 British car and cycle enthusiasts along with a number of financial supporters were able to contribute \$10,000 to the MD Association!

How's that for a 1st year event? Now I hope you are getting the idea why Linda and I picked up the

enthusiasm and offered to help this year's event be even more successful.

Okay, here's the part you all knew was coming, "What can we, the membership of the KC Triumph Club, do to help make this years event a success?" Glad you asked.....

1. Please plan to attend. You'll have a great time, and it's for a wonderful cause!
2. We need additional Sponsors, and Companies who will help us in the search for items for Registration Bags, Auction Items, Gift Certificates, Samples, Freebies, British catalogs, foodstuffs, whatever we can get to help the Arkansas Club make this event successful. I have prepared a 66 slide Power Point presentation of last years show, and am using this as a tool to solicit donations from anyone I can think of that will help. (I've already sent CD's to many of our British Suppliers, The Roadster Factory, Victoria British, Moss, etc.) Now I need your help with any companies that might be a candidate to be a sponsor, or provider of items for the auction, door prizes, etc. Please take a minute to think of anyone we can approach, send me names, addresses, or point me in the direction of the company. I'm not bashful when I'm crusading for a good cause, and many companies would love to have their name on the sponsors list for an event like the MD Association. I think Airlines are probably out, but there is probably funding still alive in Sprint, SBC, Cingular, etc. Why, if I thought I could get a Chevy dealer to help us, he'd get a CD and an invitation just as quick as anyone else! a
3. The host motel is the Quality Inn in Fayetteville, AR. (479) 444-9800. Please get your reservations in early. (That's where the various Clubs have their hospitality rooms set up Friday and Saturday nights) There will be a Friday night parking lot party this year at the motel, and since I haven't partied in years, Linda and I are going to take the day Friday and head down early. That said, if we are blessed with donations, etc. Linda is going to drive the Yukon and haul the "Booty" so the Arkansas Club can assemble it on Friday. That means we will have room for "parts" if anyone is nervous about making the 4-500 mile round trip and without taking along some little bit of bailing wire, duct tape, a spare tranny, generator, starter, etc. Let me know and we'll arrange to pick up the parts ahead of leaving. tour
4. I assembled the CD for sending out to hopeful contributors, but if you've a mind to see what went on last year, go to<http://www.geocities.com/britishironark/>
This is the official web site for the event. The pictures of the 2002 show are great, and if you look closely, you will see Linda and I and Trumpy. (They were kind enough to leave out the picture of Linda taking her nap in the TR!)
Well, I've rambled a bit. Please consider this event for the fall. It's a lovely trip, fun people, a very worthwhile event, and a chance to show everyone that KC Triumphs can put up a group as large as the MG Club sent last year! (Now, I'm working on your conscience!)

Please think of anyone, or Company you would like the CD sent to for sponsorship and donations, and let me know as soon as possible. Time's a wastin' and we have fund raiser to promote!!

Enjoy all Life's Little Triumphs!

Larry, Linda, and Trumpy

SCHLEE, HUBER, McMULLEN & KRAUSE, P.C.

ATTORNEYS AT LAW

4050 PENNSYLVANIA, SUITE 300
POST OFFICE BOX 32430
KANSAS CITY, MISSOURI 64171-5430
(816) 931-3500

FACSIMILE (816) 931-3553

MICHAEL C. McMULLEN
Admitted in Missouri

mmcmullen@schleehuber.com*
(*not for confidential communications)

Sender's Direct Dial (816) 360-2530

June 9, 2003

Woody Underwood
1218 W. 61st Street
Kansas City, MO 64113

Re: Item for Club Newsletter

Dear Woody:

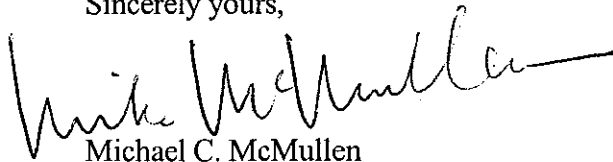
My brother, an accomplished trial lawyer, has decided to make a total career change and will begin studies at the seminary at the University of Texas, Austin, this fall. He's had a 1976 TR-6 since high school, and is now giving it up to help keep his family fed while he attends seminary for three years. As the family British car crackpot, I'm in charge of selling his car. Accordingly, would you please run the following add in the next newsletter:

1976 TR-6, BRG/blk, 70K; strong engine and drive train, solid body, but needs paint; last month of production; brother must sell to enter ministry! \$7,500 obo; Mike McMullen, 913-681-6435.

Finally, would you also please run the enclosed letter in the next Newsletter on behalf of Hunt Electric. I don't know if you have used Hunt in the past, but they have done A+ work rebuilding my MG and TR starters and generators for many years. They are the friendliest and most reasonable experts in the automotive electrical repair business that I have ever met. If you go down there, mention my name.

Thanks again for your help. Best regards.

Sincerely yours,



Michael C. McMullen

MCM/pb
Enclosure

SCHLEE, HUBER, McMULLEN & KRAUSE, P.C.

ATTORNEYS AT LAW

4050 PENNSYLVANIA, SUITE 300
POST OFFICE BOX 32430
KANSAS CITY, MISSOURI 64171-5430
(816) 931-3500
FACSIMILE (816) 931-3553

MICHAEL C. McMULLEN
Admitted in Missouri

mmcmullen@schlehuber.com*
(*not for confidential communications)

Sender's Direct Dial (816) 360-2530

May 1, 2003

Glen Hunt, III
Hunt Electric Company
514 Southwest Boulevard
Kansas City, MO 64108

Re: Exceptional Service

Dear Glen:

As you know, I bought a battery from you last week. This was for my brother's TR6, which I'm helping him sell since he's changing careers and moving to Texas. (Yes, the entire family has British car disease.)

My brother, Andy, told me that the previous battery would not hold a charge and he suspected a short when the car was sitting, as it did for long periods of time. After installing the new battery I brought the car down to your shop to have the electrical system checked out.

I didn't have an appointment, I simply walked in about 8:15, and you naturally had other business already underway. Nevertheless, your employee, Tim, dropped everything and immediately performed a full diagnostic test on the car, and then asked me to come back so he could explain the results. He was as friendly, professional and thorough as anyone could be, and on top of that, and as thanks for my buying the battery, he didn't charge me a cent for his work.

Tim displayed the same attitude I've always found at Hunt Electric, and it's the reason why I will continue to trade with you even though I might get a battery cheaper at Wal-Mart or Costco. There is no substitute for the kind of service and professionalism that you guys provide. Thanks so much, and please tell Tim how much I appreciated his help.

Best regards.

Remember, POC phone numbers and e-mail addresses are in the Roster and everybody always appreciates an RSVP!

KANSAS CITY TRIUMPHS EVENTS 2003

Aug. 7:	Club Night Out	POC Paul McBride
Aug. 7-10:	VTR & TRF Convention & Party	POC Jeff Givens
Aug. 30-31:	THE ALL BRIT AT THE AIRPORT!!!	POC David Mackintosh
Sept. 4:	Club Night Out	POC Paul McBride
Sept. 6:	Wine Tour in Rocheport	POC ???
Sept. 13:	Chili Supper @ Woody and Holly's	POC Woody Underwood
Sept. 27:	Brits in the Ozarks-Arkansas	POC The Birks
Sept. 27-29:	McPherson Scottish Festival	POC The Edwards
October-November Newsletter will include more info for the year.		
Oct. 2:	Club Night Out	POC Paul McBride
Oct. 4:	Lawrence Wine Tour	POC Charlie Hoch
Oct. 5:	Lawrence Car Show	POC On your own
Oct. 25-26:	FAT Run	POC ???
Nov. 6:	Club Night Out	POC Paul McBride
Dec. 6:	Progressive Dinner TBD	POC TBD

YOUR AD HERE!
CONTACT THE NEWSLETTER EDITOR



10133 Craig Dr.
Overland Park, KS 66212



Paul & Margaret McBride
22714 W 51St
Shawnee, Ks 66226

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 TR4 TR4A
R5 TR250 GT6 Stag
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**
Volume XXV, Number 5
October/November 2003

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com

Asst. Director: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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/Publisher: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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 ALL YEAR LONG!

RAINED ON EVERYBODY'S PARADE THIS YEAR DIDN'T IT?

EDITOR'S NOTES:

Yes, a little late on the Newsletter this time around and I apologize. Some long hours at work and a little vacation in Reno got in the way of timely delivery. I've sent lots of e-mails out to contacts hoping to get reports on past events for publication Sunday...hope everyone comes through!

So to Reno. Dawna, don't plan on shopping there, Holly was very dissatisfied. It's all gambling, period, and fluency in Japanese is helpful (7 Japanese language stations on the hotel TV, MTV was fun). We went to watch our Omaha friends Greg and Lynn Virant (Red TR-6 with all the carbs) try and win the International Chili Cookoff, which they didn't, but had a really good time anyway despite the \$\$\$ we both left on the blackjack tables. Ate very well although no chili, strange that chili cookoffs aren't really about eating the stuff...more about beer. Saw Mr. Shelby and a lot of his creations, as he started the cookoff. Bill Harrah, of Harrah's Hotels fame had one of, if not the largest, car collections in the world and after Holiday Inn bought them out and started liquidating the collection a foundation was set up to save some of the best. A beautiful new building was constructed about five years ago to house what remains, about 250 vehicles. The layout is fantastic, street scenes from the 10s to the 70s with displays of appropriate cars from each era attached. A nicely done metal sculpture at the entrance displaying manufacturers logos did include Triumph and MG. No TRs displayed but a very nice black MGA.

The All Brit: Poor souls, had it all together again and Mother Nature laid it on them. I heard about 30 British cars sat forlornly in the parking lot while some semblance of activity went on in the meeting room, but not quite what we expected. I tried, in vain, to find out how to get my t-shirt but no response yet. Better luck next year gang!

And finally, the VTR/Roadster Factory Summer Party: Heard it rained there big time too.

Had to replace the garage door, Brown Rat finally ate right through it and was gone for two days, came back with Miata parts all over him and a big smile on the grill. Poor horny underdriven little bastard!

Woody

PLEASE PAY YOUR DUES!!!!!!!

TEN YEARS AGO

The summer activities of '93 were varied and numerous. The pig roast at Herb & Wanda Moore's Windsor Mo. home was well attended and the food was great, including (I am told) the pickled hog lips. Eleven Triumphs motored to the vintage aircraft fly-in at Atchison and were admired almost as much as the planes. We joined the Alfa Romeo club for a tour to Powell Gardens. David & Robin Macintosh packed ice cream in dry ice in a cooler on the back of their TR6 for all! 13 Triumphs and 8 Alfas went to the picnic and walked through the gardens. The annual Ozark weekend was deemed a success, marred only by Jim Brady's Stag's cracked head. Herb Moore to the rescue again with a trailer.

Among the new members were Jay & Laura Smith, Roger & Carol Hurst, and returning, Mark & Vicki Canaday.

Put a Triumph in your day! Paul McBride

To All,

Yesterday while idly passing through the day at my business I began to feel the pangs of hunger around lunch time. The TR3 has been my principal mode of transport these very nice days lately. I thought I would swing by the business of Kevin Smith and rescue him from what could have possibly been a day of boredom. I found him deep in thought with no plans for lunch, wading through a fair column of engineering diagrams and specifications. Upon mention of "lunch and a TR3 ride" all thought of business profit was quickly thrown to the winds and he accepted the invitation. We left his bustling establishment in search of a quality low fat, low carb lunch, quickly selecting Jo Ann's in North Kansas City, one of the finer eating establishments in town. The patty melt burger and fries were the fare for the day. We sat down after ordering and maintained at least 45 minutes of uninterrupted deep discussion of all things Triumph. Too quickly it ended and I delivered him back to his office and I left for mine. But for a short trip to lunch with friends, and of course a Triumph ride, a dull lazy day was turned brilliant once again!

I will be out of town for the next week and will return on the evening of the 18th of September to answer emails. I am always available on my cell phone (816-769-9048).

Jeff

Hi Woody,

Last week Barb said she was ready for a long week end get away. Of course, I am always ready but I really was hoping our destination would not be so far that we couldn't take the TR.

I knew she could do the day trips as we have taken her on our April journey to Leavenworth, to Lawrence and the Jamesport jaunt but, when Barb mentioned Minneapolis I was a little bit skeptical, not doubting the car but I thought Barb would never agree to ride that far in the TR with her recent back ailment [and of course not enough luggage room for a woman]. When we discussed it she thought this would be the ideal time to test the car by following me in the Blazer. Another couple also made the trip and so we had three cars in tandem.

We left thursday and returned late Monday night. We not only went to Minneapolis but also did a scenic trip to Stillwater MN on the bluffs of the St. Croix River and stayed in an old renovated Victorian Hotel. Great history & scenery! We took a lot of beautiful country roads through southeastern MN. A total of 1,035 miles and the TR passed the test and was a champ all the way.

Ray

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free
7 Days A Week
1-800-255-0088



Order Catalogs & Parts Online at
www.VictoriaBritish.com

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! The summer is now gone and once again we have had more successful events. We appreciate all of your efforts on behalf of the club and look forward to all upcoming events. There is an event for everyone no matter what your level of participation.

At the last newsletter I had left you all with the knowledge that I would be attending the VTR and TRF Summer Party annual "conventions" in Armagh Pennsylvania 7-10 August. Although my business did not let me depart in as timely a manner as I would have liked, I was able to leave on Wednesday afternoon, a day prior to the event. The TR3 was ready, willing, and able. The car performed well all day and into the evening and I stayed the first night in Indianapolis with some relatives. A great trip to a micro brewery, some ribs, and then off to bed. A perfect evening. Very early the following morning (Thursday) I left the great town of Indianapolis behind in a swirl of dust and high speed exhaust fumes. The car ran very well and maintained a solid 80 mph on the highway. The only nagging item I had was when I went to fuel up at the only station reasonably available at the very early time of 3:30 am it stated the fuel was 94 octane. That is great as the TR3 always runs very well on 93 & 94 octane. I did not notice until I had left the station that a sign stated the high octane rating was achieved using up to 15-20% ethanol! Potential disaster!

As you know, ethanol additives can have a strange effect on rubber and cork parts in the fuel system on some Triumphs, particularly TR2's & 3's. The car was running very well and I thought that I was going quick enough that I would run the tank out before the damage could be done. It was not to be! Long about exit three in Washington Pennsylvania (112 miles from Armagh), the sounds of silence quickly began to resonate within the cockpit of the car. We of course rolled to a very quiet stop. As I stepped out of the car to open the hood, it began to rain. A lot!

The engine had stopped so suddenly that I was sure it was an electrical issue. So off came the cap and rotor. Both were burned up. I pulled out the spares, installed them, and the car started and ran. Great! I pulled out into the highway traffic, got up to speed, and the engine promptly died one more time. Checked the coil, it was ok. Checked plug wires, they were ok. Pulled the rear plug and found a lean fuel condition. Pulled another plug, and found the same condition. Checked for fuel and found the fuel pump was not pumping fuel anymore. The rubber fuel pump diaphragm had given up its life to the ethanol. No problem, I carry a spare fuel pump rebuild kit in the trunk. Then I remembered that I left the rebuild kit at home. I called the tow service who picked up the car to take it to a maintenance facility. After almost two hours of searching, no one could take the car in. The tow service folks took me to their home! We picked up an electric fuel pump from NAPA, wired it to work with the positive ground system, and departed Washington PA in the rain, in the dark.

I arrived at The Roadster Factory camping area at 11 pm. The area was characterized by camping, rain, mud, and sports cars. Truly quite the combination! As I began setting up my tent in the rain, mud, and grass, the Richmond VA Triumph club folks came to assist. They first brought a mixture of hot coffee and Irish whiskey! It worked perfectly! The next morning was a bit foggy, but a perfect day. I decided not to fix a perfectly running car by putting a new fuel pump on it and just ran in every event that I could. It was a

great trip! I did participate in the TSD Rallye and had to use one of the "renta navigator" folks who had no car. A bearded fellow that initially appeared to be rallye savvy. This was not to be, as we were lost in about four turns! It was a lot of fun anyway, because of course we did not know that we were lost for at least an hour or so.

The Olson's were there for moral support and we watched the autocross together for some time. Throughout the entire weekend the rain came and went. There were around thirteen hundred cars in the area, so it was quite an impressive turnout. My trip back to KC was uneventful and I took a slight detour in the 100 degree heat to hit some of the secondary roads. But that is another story. A great trip with lots of excitement!

Jeff Givens

CHILI SUPPER AT WOODY AND HOLLY'S:

Good turnout as usual...three, four? Triumphs with tops down as the evening weather was delightful. About twenty or more showed up for lot's of good chill, I can't spell hor dors and fun. Some new members too and lots of talk about Europe and Paris in particular as most of those left standing after supper had been or were going. Our thanks again to the participants. Woody and Holly

EURO--ASIAN



MOTORS

GARY GUMMINGER
12804 Locust
KANSAS CITY, MO. 64145
816-210-8970

23 Years Experience

Major Mechanical Restoration Services
Race Preparation Performance Tuning
Minor Service

KANSAS CITY AREA TRIUMPH DEALERS

How many Triumph dealers have done business in the Kansas City metropolitan area? The answer may surprise you. Over the years many entrepreneurs entered the market. To find out exactly how many existed, let's take a stroll down memory lane beginning in the early fifties.

In 1954 Goan's Foreign Car Center, located at 4954 E 31 St., Kansas City, MO, was selling Sunbeam Talbot and Hillman. Goan's acquired the TR line and became Kansas City's first Triumph dealer. They later moved to 8016 The Paseo. In the late fifties, three new dealers entered the market. Perry Motor Imports, 3001 McGee, Kansas City, MO began selling Triumphs in 1958. In 1959 Galen Boyer, a Pontiac dealer, at 407 W Lexington in Independence, MO took on the TR line. At about the same time Poteet Imports started a TR dealership at 1601 Swift Ave., North Kansas City, MO.

The early sixties saw even more growth: Kansas City Motors at 4401 Troost, Kansas City, MO acquired the line. Foreign Car Exchange at 709 N 7 St, Kansas City, KS was awarded the TR franchise. About the same time, Harrigan Motors at 64451 Troost, Kansas City, MO, who had been selling Renault and Peugeot, received the TR line. Midwest Foreign Cars at 1035 Minesota, Kansas City, KS, also received the TR franchise.

By 1966 three dealers were selling the TR line: Kansas City Motors, Harrigan Motors and Midwest Foreign Cars.

In 1970 the dealer count was still three with Harrigan Motors, Midwest Foreign Cars and Coventry International Motors formerly Kansas City Motors, were dealing in the Triumph line.

By 1971 there were two dealers; Coventry International Motors and Harrigan Motors. The field continued to shrink. By 1972 only Harrigan sold the TR line in the Kansas City metro area. Kansas City with only one Triumph dealer was not to be for long as major changes were about to take place with the formation of British Leyland.

At this time Kansas City Austin MG at 4203 Troost, Kansas City, MO received the franchise for TR. Also at this time Economy Cars Ltd., a Volvo dealer since 1957 and long-time BMC-Jaguar dealer, received the TR line. Also Harrigan received the Austin MG line. We now had two TR dealers some 22 blocks apart with KC Austin MG at 4203 Troost and Harrigans at 6441 Troost. KC Austin MG was sold and moved to Johnson County. The new name was Kansas City British Motors, located at 9705 Lenexa Dr. The building is now occupied by Brown Mackie College. Economy Cars, Ltd. was sold to Allen III Ltd with the store remaining at 110 Armour Rd., North Kansas City MO. Kansas City British Motors was sold to Courtesy Imports, which kept the same location.

At the end of the Triumph marketing efforts, Midwest Dodge at 5610 N Oak, Kansas City, MO also had acquired the TR franchise.

How many? Fifteen.

THOROUGH
S.G.

RIMMER BROS

ROVER
PARTS & ACCESSORIES

**Quality
Parts &
Accessories**

**Free
Catalogues**

**Worldwide
Mail Order**

**Extensive
Web Site**

**On-Line
Ordering**

Parts for:

TR2-8

SPITFIRE

STAG

GT6

HERALD

VITESSE

2000-2500

DOLomite

ROVER SD1

RANGE ROVER

DISCOVERY

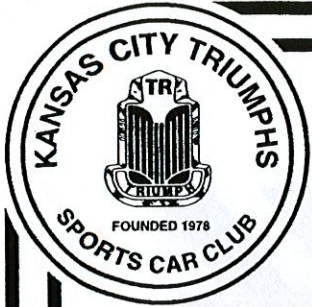
FREELANDER



www.rimmerbros.co.uk
sales@rimmerbros.co.uk

Tel: ++44 1522 568000

Fax: +44 1522 567600



10133 Craig Dr.
Overland Park, KS 66212



Paul and Margaret McBride
22714 W 51St
Shawnee, Ks 66226

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

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



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXV, Number 6
December/January 2003

HAPPY HOLIDAYS TO ALL!!!

CLUB OFFICERS 2003

Director: Jeff Givens, 913.727.9075, Givensj@jvnworth.com

Asst. Director: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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/Publisher: Woody Underwood, 816.523.8356,
wunderwood@kc.rr.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 ALL YEAR LONG!

ANOTHER YEAR ENDS, AND.....

EDITOR'S NOTES:

I didn't get to do enough with the Club and friends again. Need to make a New Years Resolution and remedy that for sure next year, I think the Brown Rat has the same tank of gas in it that it did at the start of the year. That's my fault, not his. With the exception of the rain, it appears the Club had a pretty successful year and we actually grew in membership. I'm sure all of the membership will join me in giving a big THANK YOU to the Board and especially Jeff Givens, Triumph enthusiast extraordinaire and just a lot of fun to be with. Thanks to the Woody's for hosting the Dinner this year and we hope to see all of you there.
Woody

SEE YOU AT THE WOODY'S!

(MORE INFORMATION INCLUDED INSIDE)
(AND LARAIN REMINDS YOU TO BRING CHECKBOOK FOR PAYING DUES)

For Sale: 1979 TR Spitfire 1500. Soft and hardtops, strawberry red, good shape. Asking \$4500.

Jacob Sellars

Home: 816.388.5579 Work: 816.843.3600

THE SEASONS BEST TO, AND SURELY
FROM, ALL OF OUR ADVERTISERS.
KANSAS CITY TRIUMPHS HOPE TO SEE
YOU AGAIN NEXT YEAR!!

FREE Parts & Accessories
Catalogs

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free
7 Days A Week
1-800-255-0088

SUNBEAM

MG

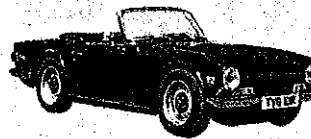
BRITISH MOTOR HERITAGE APPROVED

VICTORIA BRITISH LTD

Order Catalogs & Parts Online at
www.VictoriaBritish.com

CRAIG VAUGHAN

FOREIGN CAR ENTERPRISE



2342 HOLLY
KANSAS CITY, MO. 64108
(816) 471-6687
FORCARENT@AOL.COM
FAX (816) 471-7782

EURO-ASIAN



MOTORS

GARY GUMMINGER
12804 Locust
KANSAS CITY, MO. 64145
816-210-8970

23 Years Experience

Major Mechanical Restoration Services
Race Preparation Performance Tuning
Minor Service



RIMMER BROS



Quality
Parts &
Accessories

Free
Catalogues

Worldwide
Mail Order

Extensive
Web Site

On-Line
Ordering



Parts for:
TR2-8
SPITFIRE
STAG
GT6

HERALD
VITESSE

2000/2500

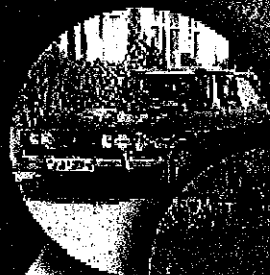
DOLomite

ROVER SD1

RANGE ROVER

DISCOVERY

FREELANDER



www.rimmerbros.co.uk
sales@rimmerbros.co.uk

Tel: ++44 1522 568000
Fax: ++44 1522 567500

Triumph Club Christmas Party
At the Woody's up north



Saturday Dec 6, 2003
Richard and Ann Woody
17215 NE 123rd Street
Kearney MO
RSVP to 816-628-4154
We start at 6:00 PM

Please bring an appetizer or dessert. The club will furnish the main course.



10133 Craig Dr.
Overland Park, KS 66212



Paul and Margaret McBride
22714 W 51St
Shawnee, Ks 66226

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

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

