



Kansas City Triumphs Sports Car Club



Volume 31 Number 2

Club Officers 2008/2009

Director: Jack Edwards

816.348.0773 jack-edwards@sbcglobal.net

Asst. Director: Clay Cooper

913.727.2422 dynamisdude@aol.com

Sec/Treasurer: Bob Aguilar

913.681.3202 rgaguilar@aol.com

Historian: Paul McBride (co-founder)

913.441.0499 pmcbr3@everestkc.net

Advisor/Publicist: Gary Davis (co-founder)

913.441.2733 gdr3@msn.com

Newsletter Editor/Publisher: Chip Kigar

913.894.8538 ckigar@hexnut.us

Annual Dues are \$30.00

To Join, Pay Dues or for an Address Change, Please Contact:

Bob Aguilar

12713 W 119th Ter

Overland Park, KS 66213

Please Send Newsletter Articles to Ckigar@everestkc.net.

All Submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)

<http://kansascitytriumphs.com/>

Director's Drippings

Jack Edwards



We had a great turnout for the 2009 Planning Meeting, there were 42 RSVP'S, and I think we had a few more show up. The calendar is full for the year, and we are all anxious to get our cars

back on the road. Several new people came Saturday; it was a good time to get to know them better. There are 3 dates scheduled at Harvesters this year. One will be a Saturday driving event, Larry and Linda Birks will come up with a good event. Woody and Holly are retiring from the chili super and passing it on to Laraine and me. We will have a cemetery rally before super, Carry Nation and her hatchet are buried close by. There are 2 good road trips, one to Lincoln, Nebraska and another Lake trip hosted by the McBean's. Good roads, good food, good fun and some fun on the water. Chip will publish the calendar, look it over and join us in the fun.

If you didn't get to Harvesters last year try it. It is a fast 2 hours, and you go home feeling better. The directors have decided that Harvesters will be our designated charity in 2009. Sandy Boyse' got the 50/50 pot started at the February Club Night Out, we raised \$26 at that one meeting. It is not rigged I don't care what some might tell you, I did win and Laraine got to go out to breakfast on it. Laraine and I delivered the \$561.00 we raised at the banquet to Harvesters. If you paid in a check you should have gotten a

thank you receipt from them. We can all use the tax deductions.

I was asked to serve another term, so you have to put up with me another 2 years. We have several new board members, Ed blend will be the Assistant Director, Bob Aguilar is our new Secretary Treasurer and Chip is the new Newsletter Editor. We all want to thank Clay, Woody and Martha for the great jobs they did for us. If you have any ideas for any of us please let us know, you are always welcome to sit in on the Directors Meetings, they are held a half hour to an hour before the Club Night Out meetings. We need input from everyone for the newsletter, write an article ask a question or send in pictures you want printed.

There is an article about our group in the March Issue of Triumph World and we will be in issue 114 of The Vintage Triumph. If you don't get these magazines, you can get Triumph World at Barnes and Noble and if you join VTR you will get 6 copies of the magazine with your membership. The dues for VTR are \$30/yr and the magazine alone is worth that much. In fact it takes almost all the dues revenue to publish The Vintage Triumph.

I hope the rest of you are as excited about the group activities this year as I am.

Keep driving your LBC's

Jack

Editor's Notes

Welcome to the SECOND electronic edition of the Kansas City Triumphs Sports Care Club newsletter!

First of all, a thank you to everyone who sent material to me for the newsletter. If you want something to appear in the newsletter, e-mail me at ckigar@everestkc.net. NOTE: This is a NEW address and NOT the same as I had given out. For some mysterious reason, some submissions are being lost when sent to the address I had previously requested that you use. **I will send an acknowledgement for every submission** If you do not get an acknowledgement, call me!

Once again, Paul McBride has come through with an outstanding tech article. This time, I think I got the pictures in the right order!

Jack provided a couple of color wiring diagrams. See my note about making them garage proof.

Thanks to Mike Barron and Ed Blend for the drive down memory lane.

I have created a list of e-mail addresses for subscribers. Please do keep me up to date on changes to your address. I will follow up on bounced e-mails.

I am still puzzling over the ignition in my '80 Spitfire and now have it in my head to replace the entire distributor with a Pertronix made Lucas clone that incorporates their electronic ignition. I haven't pulled the trigger yet, so if you have some wisdom to share, speak up. (Note: I've since found out that it is not a 'drop in' conversion.)

I am not getting this edition out quite as early (on time?) as I would have liked, but I would like to share a personal accomplishment I achieved this month:

After 30 some years, 5 different learning institutions, I have finally fulfilled all the requirements for my Bachelor of Science Degree in Information Technology. I did adhere to the college tradition and pulled a few all nighters to get my final project complete. (as a matter of fact, I actually took a couple of vacation days to ensure I got 'er done).

Chip (B.S. - although some might say I've had a supply of THAT for a while)

A Note from Ed...

All:

I am taking a little survey to see if there is any interest in purchasing a KC Triumphs Grill Badge. I am checking prices on getting them made and a lot will depend on the demand.

These badges will be like our decal, but permanent. I am sure you all are familiar with the generic badges you can buy at Moss or other regalia houses. Many car clubs across the country offer badges for their clubs.

If you are interested please drop me an e mail at eblend@sbcglobal.net. Thanks

Ed Blend

Cruise the Burg

13th Annual Show and Shine that is being held on May 3, 2009 at 11 a.m. to 3 p.m. on Broadway in Louisburg, Kansas. There will be dash plaques for first 100 cars registered. 32" TV and Wii Raffle \$5/each or 5 for \$20 and a silent auction with all proceeds supporting Louisburg, KS Community projects.

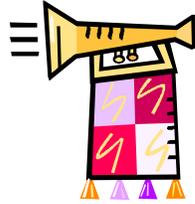
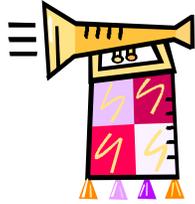
Vehicle Registration: \$10 at gate or \$7 in advance (before April 18.)

Save \$3 with Advance registration: Send \$7 and your:

NAME:
ADDRESS
STATE ZIP EMAIL
YEAR/MODEL
CLUB

To:

Louisburg Lions
P. O. Box 485
Louisburg, KS 66053

	<p>Welcome to our New Members!</p>	
<p>Joe & Madeleine Carroll 15659 S. Widmer Olathe, KS 66062 913-393-1404 jcarroll@aifittings.com</p>	<p>David & Judy Francis 6817 Speaker Rd. Kansas City, KS 66111 913-792-4769</p>	

TECH TIP: Installation of upgraded steering pin kit-TR2&3

Paul McBride



Figure 1



Figure 3



Figure 2



Figure 4

I replaced the stock Triumph center tie rod bushes (silent-bloc) with an upgrade Delrin bush steel pin kit. The old rubber/steel pin had to twist and give with the movement of the tie rod. The hope was that this change would result in less resistance, more precision, and long life. The kit #HP301 can be purchased from The Roadster Factory (TRF). It includes 2 steel pins, Delrin bushes and hardware and sells for \$40 to \$65 depending on sales promotions. I suggest ordering 2 rubber boots #107740 and retainers #107741 for the outer tie rods, as they will likely be damaged. They will run an additional \$7.

Begin by separating the outer tie rods from the center tie rod. I use a pickle fork and a hammer or air hammer. See tools, Figure 1. This may damage the rubber boots but they likely need replacing anyway. See figure 2. Continuing with the pickle fork, remove the center tie rod from the steering drop arm and, on the passenger side, the idler arm. Fig.3. (cont.)



Figure 5

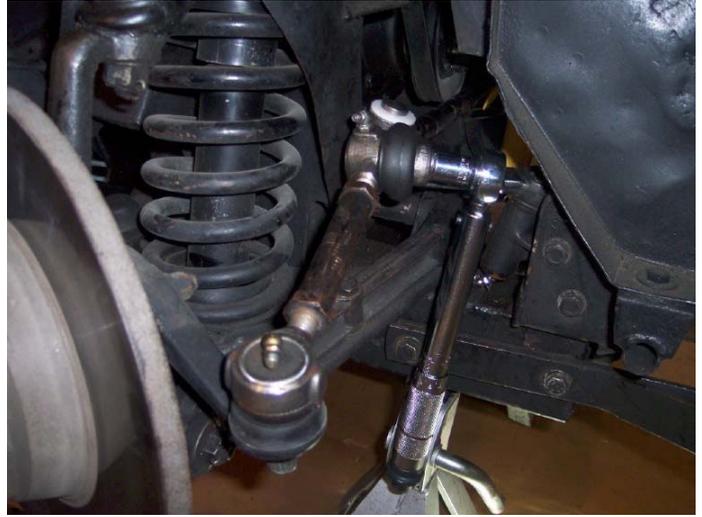


Figure 7



Figure 6

Take the center tie rod to the workbench and press out the old Silent-bloc bushes. This can be accomplished with some large sockets and a strong workbench vise or a hydraulic press. (Mike Pace has offered to loan his 12-ton press to fellow club members.) Press in the new Delrin bush until it is flush with the top of the tie rod. Insert the steel pin and Delrin thrust washer into the bushing from the top. See figure 4. (Excellent illustrated directions come with the kit from TRF)

Return the tie rod to the car and fasten the tapered pins to the drop arm and idler arm. I found it necessary to hold the top of the pin with vise grips until the taper wedged into the drop arms. Slip a new boot retainer on the outer tie rod and follow with the boot (Figures 5&6) and mount on center tie rod. Torque all nuts to 26-28 lb./ft. Figure 7. Put the wheels back on and take it for a ride. The alignment will not be affected unless you loosened the adjustment nuts on the outer tie rods.

Is the upgrade worth it? YES. I was expecting an improvement in the notoriously heavy vintage steering effort and was not disappointed. But I was more impressed with the precision and lack of "play" in the wheel. Noise and vibration were not affected. Put a Triumph in your day!

THE VINTAGE TRIUMPH

South Central VTR Regional April 22-25 Hosted by Hill Country Triumph Club

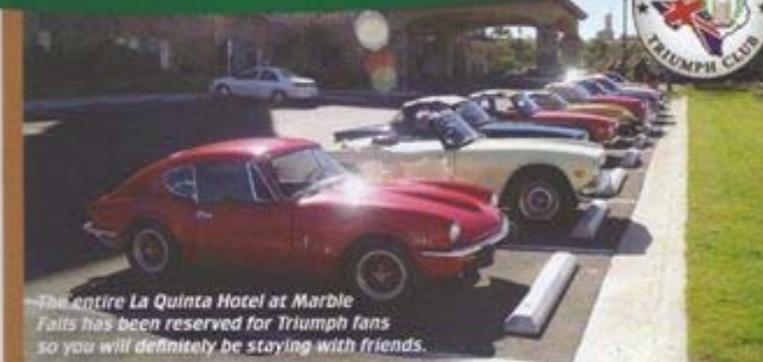
*By Steve Johnson, President,
Hill Country Triumph Club*

The Hill Country Triumph Club would like to invite you to the 2009 VTR South Central Regional to be held on April 22 through April 25 in Marble Falls, Texas. Texas is known for its beautiful wild flowers blooming in April, especially our Texas State flower, the Bluebonnet. You will enjoy some wonderful drives through our winding Texas Hill Country roads while you are here. We invite you to take a moment and learn about Marble Falls by visiting <http://www.ci.marble-falls.tx.us/>.

The La Quinta Hotel and all of its rooms have been blocked for our participants. This is a new hotel, whose owner drove a Triumph in his youth as many of us did. He is really looking forward to being with us. The hotel overlooks Marble Falls, Lake and city. All of the rooms have a balcony view you won't believe. The hotel is close to all of the restaurants, and shopping offered in this resort community, as well as our event area.

This is a busy time of the year for Marble Falls with visitors from all over the world. I recommend you get your rooms early. To make a reservation, call the hotel at 830-798-2020, and use the password "VTR Regional." You can see the hotel at <http://www.lq.com/lq/properties/propertyProfile.do?ident=LQ6049&propId=6049>.

We have also reserved a wonderful facility on the hill behind the hotel for many of our events. It has a spectacular view of the lake, and a



The entire La Quinta Hotel at Marble Falls has been reserved for Triumph fans so you will definitely be staying with friends.



Texas Bluebonnets will be in bloom everywhere when you attend the 2009 VTR Southeast Regional.



This is the view from the La Quinta property, looking out over the lake. Only one top is down but expect warm weather for convention.



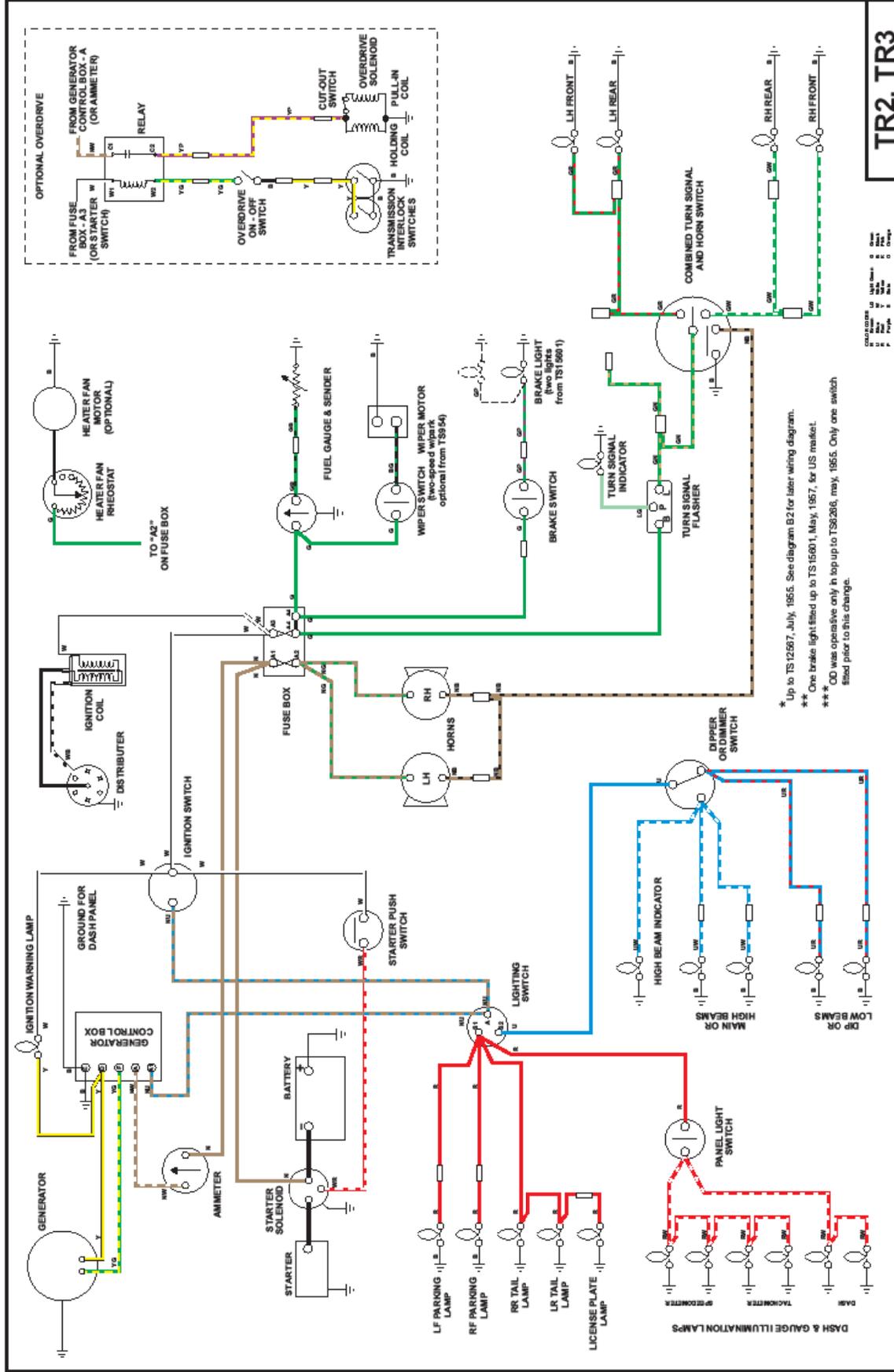
The concours will be held at this level, high above the lake and the hotel which can be seen at right.

large parking lot for our events such as rallies and the concours. There is a large pavilion with restrooms for spectators and participants. The autocross will run in the local high school parking lot. We have all the pieces in place to make this the most enjoyable and memorable VTR South Central Regional yet!

The Hill Country Triumph Club is looking forward to a triumphant Regional and would like all of our

VTR members to join us. A website for the event is available from the Hill Country Triumph Club Website. Go to: <http://www.hillcountrytriumphclub.org/regionals/2009/index.html>.

Editor's Note: The South Central Regional has been a major Triumph event for years and we are long overdue in covering it. Look for a complete story on the 2009 show in a future issue of TVT. M



TR2, TR3

Triumph Planning Meeting

Kelly Circle & Sandy Boyse

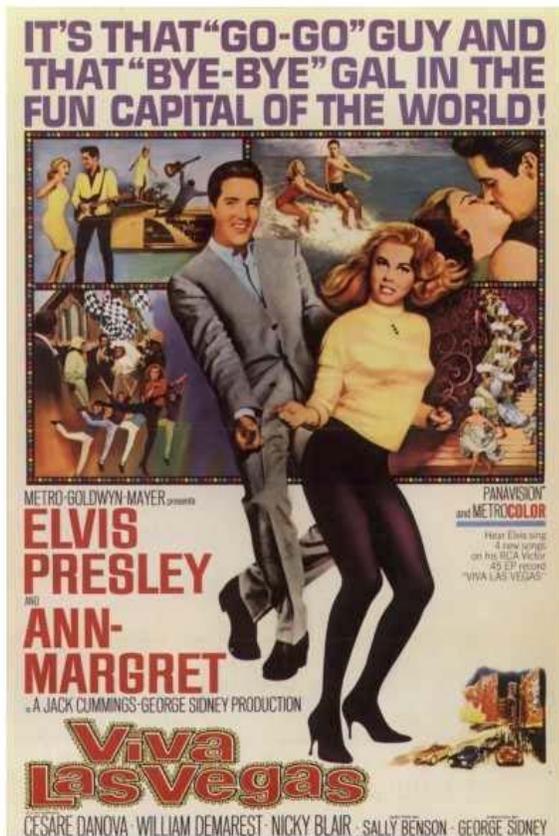


The annual planning Meeting of the KC Triumph Club was hosted by Sandy and Steve Boyse at their home on Saturday, February 6. Approximately 45 Club members and guests used their creativity in finding a place to perch as they dove into their plates piled high with terrific salads, side dishes and barbeque. Who knew car enthusiasts could be such great cooks?

After more than an hour of food and conversation, everyone managed to pile into the living room and family room for the planning meeting...well, almost everyone. Those with short attention spans quickly moved to the dining room for more conversation and laughs. They were shushed once or twice when the volume level started to interfere with the meeting, but in between, topics ranged from great places to eat to solving the nation's problems with education. What a coincidence that most people who settled in the dining room had ties with the education system. Maybe educators have Attention Deficient Disorder...

With the social calendar for the year mapped out, everyone mingled and the conversations really started to flow. The party went late into the evening and everyone left filled with great food and lots of events to look forward to in the coming year!

VIVA LAS VEGAS



April 25, 2009 at 6:00pm Richard and Ann Woody would like to host a backyard TRIUMPH party to celebrate the completion of the TR3A. After a meal of hot dogs and burgers we will have a mini drive in movie showing VIVA LAS VEGAS starring a TR3 with Ann Margaret and Elvis Presley. Please Bring your folding chairs, a side dish or dessert and have a good time. We do need to know how many to plan for so Please RSVP to 816-628-4154 or Sailor64@embarqmail.com

The Car Story

Mike Barron

Most of us who are now infected with old car disease contracted it during our teenage years. We were not able to own the cars that we loved then, and we finally indulged ourselves as the money became available. My love of Triumph sports cars was born on a hot summer night in July of 1963, when a friend pulled up to the door of the miniature golfing business where I was working in a baby blue Triumph TR3A. The top was down and assorted refreshments and other paraphernalia was crammed into the trunk, on the luggage rack, and behind the seats. We were, you see, headed out for the sports car races in Garnett, Kansas.

It was about midnight, and the trip would take us until nearly dawn, so I wasted no time in shutting the lights off and locking the door to the refreshment stand. Through KC we went, then out onto Interstate 35 as the feeling of freedom

settled in like a delicious warm blanket, and the feeling of excitement continued to grow. You would have thought we were on our way to Le Mans or something. As we flew along a few inches above the pavement in an open roadster, it was clear to us that nothing was impossible. We saw with nothing but starry skies above, and reveled to the growl of a British four-banger.

We arrived in Garnett at about 4:30 AM to find other friends already parked along the fence next to the "S" curve on the northwest side of the track. They had arrived a few hours before in an Austin Healey sprite. The two cars parked together made a convenient place to hang one side of a tent to shade the viewing area from the sun, with the other side not so firmly attached to the top of the fence. Oh, my God, we were cool! Cigars, beverages and real sports car racing!

The race wound down with the setting of the sun, and our motley little group began to turn our attention to finding a place to sleep overnight. Salvation came as we located a small city park on the South side of town that contained about 40 square feet of open grass to settle into. Our section was located in a valley between two small hills in which the cars could be parked, and blankets spread out.

Such grown up activities were tiring, and within about an hour, we were all asleep. That is, until about 11:30, when some not-so-small explosives began to fly over us from the right and left, (base camps, as it were, for rival school districts), with us in the middle. Not being idiots, we immediately accepted the invitation of the school that appeared to be winning the firecracker battle, and decided to move our vehicles up the hill to the left. Unfortunately, neither the TR3, nor its owner, who was “under the weather”, would start, so we had to push them both up the hill, him in the driver’s seat, and the rest of us puffing away as we shoved.

Battles tend to be short at midnight, and this one was no exception. Its premature end was assisted by word filtering across the park that there was a riot in downtown Garnett! It just could not get any better than this! In less time than it takes to tell this story, we were in a 55 Chevy four door, heading for adventure. Sure enough, the town square was alive with people who were involved in a noisy good time. Beer cars had been hoisted on the flagpole, and there were firemen out with hoses, hoping to quiet the crowd down with a burst of water. Right in the middle of the whole mess across the street were about six or seven motorcyclists joyfully driving back and forth across the fire hoses, doing their best to cause leaks, and other general mayhem. Somebody shouted that the chief of police had a heart attack while bringing the beer cans down from the flagpole, and then several small “pops” and a cloud of gas began to waft around, sparking panic among the revelers and an immediate exodus.

Our group ran as fast as we could and piled into the four-door. The driver headed at full speed back toward the park, bouncing off of a brick wall on the right and a pile of telephone poles on the left during the journey. It was pretty embarrassing to see a grown teenage kid cry, and he was still doing so as we packed up and looked for another place to park and ride the night out. I can’t really remember the following day, the races or even driving back home. The memory of that night, however, remains on the top five recollections of life for me, and it is all tied up with a baby blue TR3.

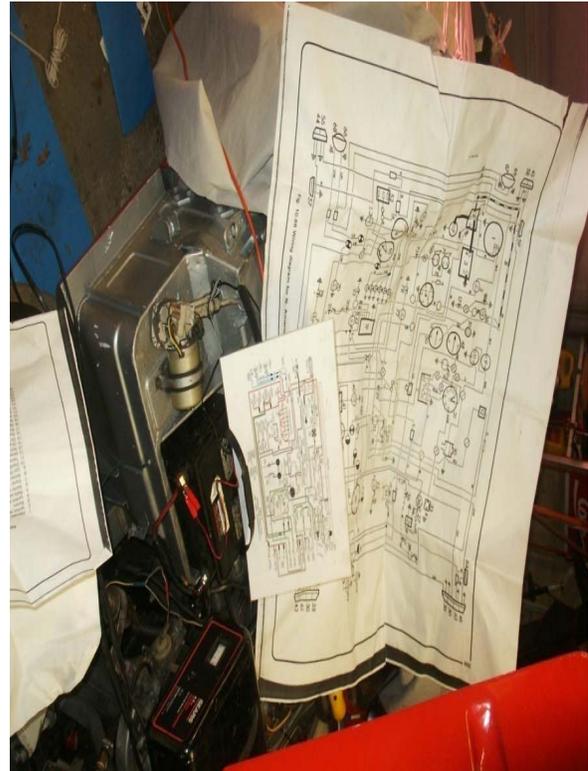
So, I became an owner of a TR3 in 1971, just after college and marriage, and our first child. My Wife, Cheryl named it Black

Beauty, and it was the first car I drove upon arriving home after my military service, taking me to a new life. A TR6 helped my wife survive the post-pregnancy blues subsequent to the birth of our second and last child. Now, one of each, a TR3 named “The Weenie” and a TR6 named “Chancy” now grace the back part of our garage. They go out on sunny days, and help to make us feel a little special, and a few years younger.

Get Wired!

Chip Kigar

Jack has supplied me with some color wiring diagrams for early ‘TR’s’ which you will find on pages 6 and 7. I don’t have a color printer, so I took the diagram of these for my car to FedEx Kinkos printed it large and had them laminate it. While I was at it, I scanned the page from the manual and printed it **very** large. Peering at the fine print is something I do not have the patience for these days.



Let’s see.. **where** do you add the smoke?

My Life With Cars

By Ed Blend

I don't really know where to begin so I'll start with my Dad. He liked big cars, like Buick's and Dodges and Kaisers, yes Kaisers. What an awful car, talk about iron.

When I was 15 he bought a 1946 Ford convertible for me. Not out of the generosity of his heart, but so I could run errands for his coin machine business. No pay, just the car and gas. Oh man was I in heaven, 15 years old and a convertible, wow. Here was one nerdy little guy with a convertible. I had a lot of friends for a while. That was in 1952.

I went in the Navy and was home ported out of Honolulu in 1957. I had a buddy that had a brand new 1956 MGA. Boy I loved that car and determined that little cars were for me. When I finally got home to Omaha in 1958 I bought a brand new TR3. Loved that car until, winter came. What a poor choice for a winter vehicle, and it was my only car. I went two winters of struggling, trying to keep it running and just getting anywhere in ice and snow.

When I finally tired of the TR I got a 1960 Plymouth Fury Convertible, red with a white top and fins that wouldn't quit. The girls loved it. My future wife, Irene, thought I was really something and fell in love with the car, and luckily with me too. We got married; then fickle me fell in love with the 1962 Studebaker Lark Daytona convertible, so we of course, had to get one of those.

That lasted until my daughter Marlene came along. We thought we needed some thing with a hard top. About that time Ford came out with the Mustang. We adored the 1965 hard top and traded the bucket of bolts Studebaker. The Mustang was really a good car and we put a lot of miles on it. We had that car when we moved to Kansas City in 1967.

We sold the Mustang in 1972 and got a 1967 E type Jag hard top, a car purchased in haste. It had been wrecked and had a lot of problems. It was our only car along with a company car and had to be parked outside, another poor choice. We finally sold it for what I paid for it. We only had the Jag for about six months and then got a new 1972 Fiat 124 Spyder. That was a nice car, hard to keep running though.

About that same time we got a 1972 Honda CB450 Motorcycle. That was fun, the whole family liked it, but we got rid of it after a good friend and his wife had a serious accident on his bike. We never really rode bikes again. I would like to have it back and also some vintage English bikes, but maybe in my next life.

After the Fiat we had to raise Marlene and make a living so my car habit took a rumble seat for a number of years. In that time I did get a 1984 Chrysler Laser. That was not a bad car, not a sports car, but fun. Drove that dog for 109,000 miles before it gave up. You sure don't see many of them on the road anymore.

Finally in 1992 we said "enough", we wanted a convertible, but we also needed a car that would carry more than two people. We settled on a Chrysler Sebring. Put a 100,000 miles on the first one. The first Sebring was made in Mexico and was really a good car so we traded for a 2005 model, it was made in the USA and is not near as good as the old one.

A couple of years ago a dear friend, car collector and MG club member, Stewart Koesten, persuaded me to go on a road trip with him to the AACA Eastern Division, National Car show in Hershey, Pennsylvania. While there the car bug hit again. I had always wanted a Spitfire, so when I got home Irene and I started looking and found our Spit in Little Rock. It was the first one we looked at. It was right, the price was right, so we got it. Before you get a Triumph the first step should be to join a club to network for ideas and expert advice with other people of like interests which we did. What we didn't realize when we joined KC Triumphs was that we would meet so many nice and friendly people.

I wish I still had some of the oldies, but again, maybe in my next life. Irene and I wish good motoring to all our Triumph friends.

Don't Forget!



**3/5/2009
Thursday
Club Night Out**

Date	Day	Event	Contact/Responsible Party
3/5/2009	Thursday	Kansas City Car Show	Richard Woody
3/5/2009		Thursday Club Night Out	
3/14/2009	Saturday	Tech Session at Foreign Car Enterprise	Craig Vaughn
3/28/2009	Saturday	Kansas City Museum of Flight (TWA)	Ed Blend
4/2/2009		Thursday Club Night Out	
4/4/2009	Saturday	Spring Tune up	Jeff Givens
4/18/2009	Saturday	Olpe Chicken Run	Wichta TR Club
4/18/2009	Saturday	Rain Day for Spring Tune Up	Jeff Givens
4/25/2009	Saturday	Picnic & Drive-in at the Woody's	Richard Woody
4/28/2009	Tuesday	Harvesters (6:00 to 8:00 PM)	Larry Taylor
5/2/2009	Saturday	Slim Run	MG Club - Diane Cotton
5/7/2009		Thursday Club Night Out	
5/9/2009	Saturday	Westin, MO Road Trip	Cobra Car Club
5/16/2009	Saturday	Chute Out At Chanute	MG Club - Steve Olson
5/16/2009	Saturday	Powell Gardens	Woody Underwood
6/4/2009		Thursday Club Night Out	
6/5/6/2009	Fri/Sat	Heartland Regional	
6/13/2009	Saturday	Smith's Racing Museum (Lincoln, NE;open Sat for Group)	Steve Olson
6/20/2009	Saturday	Harvesters & driving event (10:00 AM to 12:00 PM)	Larry & Linda Birks
7/2/2009		Thursday Club Night Out	
7/4/2009	Saturday	4th of July Holiday	
7/11/2009	Saturday	Blvd. Drive-In Theater	Steve Boyse
7/18/19/2009	Sat/Sun	Lake of the Ozards Road Trip	Bob & Marilyn McBean
7/25/26/2009	Sat/Sun	Carthage Car Show & Banquet	Diane Cotton & Birks
8/6/2009		Thursday Club Night Out	
8/8/2009	Saturday	Dawn Patrol Air Show & Pancake Breakfast	Jack Edwards & Jeff Givens
8/22/2009	Saturday	Garnett Road Trip, Picnic & Race Track	Diane Cotton
9/3/2009		Thursday Club Night Out	
9/5/2009	Saturday	All British	
9/6/2009	Sunday	All British	
9/11/13/2009	Friday	Brits in the Ozarks, Fayetteville, AR	Larry & Linda Birks
9/19/2009	Saturday	Overtons Annual BBQ	Ray & Barb Overton
10/1/2009		thursday Club Night Out	
10/10/2009	Saturday	Tech Session at Foreign Car Enterprise	Craig Vaughn
10/24/2009	Saturday	Chili Super & Belton Cemetary Run	Jack & Laraine Edwards
10/24/2009	Saturday	Fat Run (MG Club Event)	Diane Cotton
11/5/2009		Thursday Club Night Out (Guy Fawkes Day)	English Holiday
11/15/2009	Sunday	Slot car races (Independence, MO); \$10.00/ 8 races	Gutherie

11/24/2009 Tuesday Harvesters (6:00 to 8:00 PM)

Larry Taylor

12/3/2009 Thursday No Club Night Out

12/12/2009 Saturday Christmas Banquet

12/26/2009 Saturday Boxing Day

Cynthia Yin

English Holiday

Unscheduled Possibilities

Harley Davidson Plant Tour (9/1:30 weekdays)

Sadlers Indoor Racing-cart racing inside-325 Mur-Len Rd.

Back in stock?



http://www3.telus.net/bc_triumph_registry/smoke.htm

DO YOU LIKE **TRIUMPHS?**

JOIN THE
KANSAS CITY TRIUMPHS
 SPORTS CAR CLUB!

Club Director
 Jack Edwards
 816/348-0773

jack-edwards@sbcglobal.net

The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. Also look for club events listed in the "Fun on Wheels" column in the automotive section of the Kansas City Star. In addition, all club members receive a 10% discount on parts from Victoria British. Don't have a Triumph or your car or cycle is not a showstopper? Don't worry – we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 each year) payable to "Kansas City Triumphs" to:

Robert Aguilar, Sec.-Treasurer.
 12713 W 119th Terr
 Overland Park, Ks. 66213
 913/681-3202
rgaguilar@aol.com

Name		
Spouse		
Address		
City, St Zip		
Phone ()		
E-Mail		
Car Information		
Year	Model	Commission #

Add additional cars or cycles on the back. We look forward to seeing you!