



TR TIMES

The bimonthly newsletter of the Kansas City Triumphs Sports Car Club

Volume 33 - Number 5

Sept 25, 2011

Welcome New Members!

George & Marcia Lasater	TR4
Karl & Barb Christopher	1974 TR6
Tom & Peg Rowe	1980 Triumph TR8
Nolan Wright	1959 TR3
Joe & Terri Blackwood	Various
Bill & Peggy Lyons	1971 Stag
Steve & Jayne Vehlewald	1980 Spitfire
Ron & Mary Fox	1968 GT6

KCTSCC Members show skills at VTR, page 4



Chapter of the Vintage Triumph Register
<http://kansascitytriumphs.com/>



Club Officers 2011	
Director: Jack Edwards 816.348.0773 jackhedwards@gmail.com Assistant Director: Ed Blend 913-897-2348 edblend@sbcglobal.net Secretary/Treasurer: Bob Aguilar 913.681.3202 rgaguilar@aol.com	Historian: Paul McBride (co-founder) 913.441.0499 pmcbtr3@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 Membership Director: Stephen Boyse genobuf@aol.com
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@Hexnut.us . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)

<http://kansascitytriumphs.com/>

Directors Drippins XXV

I hope you all have had a great Summer of Triumph Driving. I got to drive all of 70 miles in mine this summer, before it melted away. I will be busy this winter rebuilding another engine and transmission for the 4A. Then I can get back to work on the 7. I did get to the Heartland Show and the All British, and only ended up missing 1 director's meeting and 1 Club Night Out. We took the van to the drive-in and really had a great time.

Autumn and spring are my favorite seasons for top down driving. When we first joined the club I told Laraine that it was in the bylaws that you could not put you're top up until it snowed. I got by with it until we showed up for a trip to Roaring River and we were the only ones with the top down. Since then it hardly has to sprinkle and she wants the top up, just takes all the fun out of it. There are several events coming up: Sept 17 is Ray and Barb Overton's Picnic; Sept 23, 24 is the Fayetteville Show; Oct 29 is the chili super at Woody & Holly's; Nov 5 is Pyro Night hosted by John Maas & Larry Birks. What is PYRO NIGHT? We will have to

wait and see what they come up with; Nov 12 we will go to the WW1 Museum, Ed & Irene Blend are the point couple; Nov 22 we have our annual Thanksgiving work night at Harvester's; Dec 10 is the Christmas dinner.

We had 6 members trek to St Joe last Saturday to work on Michael Robins car. I am anxious to hear what they accomplished and what is left to do. Chip is including the email we received from Clay Thompson, the VTR Regional Director concerning our efforts to help Michael. This is one of the things that makes this the BEST TRIUMPH GROUP, and will be sent to Moss for their contest. Write and let us know what you like or if you are having a bad day what you don't like about the group.

Our Grandson Josh was released from KU Med Center last Thursday. He is truly a miracle and has started thinking about the TR4 and the V8 project. He wants to go see Jay Smith's as soon as he can. I wish we could go to Fayetteville, he really enjoyed that trip, and maybe next fall we can both drive down.

Laraine and I are taking Josh & Danielle to San Diego after the first of the year. Laraine's cousin has a condo on the beach and has offered it to us.

Laraine and I want to thank you all for all your help, cards, gifts, thoughts and prayers for Josh. His recovery has been a real blessing to us, 3 months ago we were told he probably wouldn't live and if he did he would be terribly disfigured, he would probably lose several of his limbs and possibly be an invalid. He has proved them wrong on all counts. We are so proud of the wonderful people in this group.

Keep those Triumph's on the road

Jack

Editor's Notes

Well, the last few weeks have seen your editor on the road, but in my smart. Family obligations and some vacation time spent in NYC prevented me attending some of what I consider highlights of the social calendar- the All Brits and the BBQ at the Overtons. I have promised myself more time behind the wheel this fall. One not quite club event I enjoyed a LOT last year was the Jefferson Highway Sociability Run. It is scheduled for Saturday, October 15th. It will begin in Harrisonville at 12:00 noon and will end in Smithville at approximately 5:00 pm. Plans are to have dinner at The Justus Drugstore Patio Restaurant ;if there is availability. This was a very enjoyable drive last year.

ANOTHER feature packed issue.. read it cover to cover, their WILL be a quiz.

Chíp

See what this is about!- Page 18

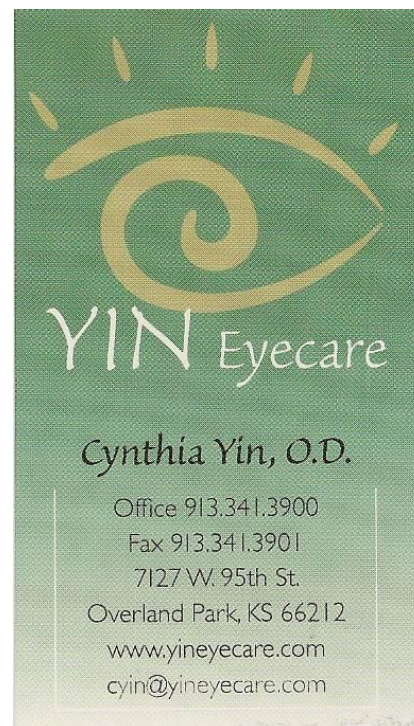


What a great club you guys have! Not all the clubs in the Region will pull together to get one of the member's cars up and running!

My hat is off to you!

Clay Thompson

VTR SC Region Coordinator



First Time Out

Taking our 1960 TR 3 to the 2011 VTR in Breckenridge, Colorado was our dream for this year's vacation. It all started in October 2008 when a friend took us to look at an Austin Healey Bugeye Sprite that was for sale. Parked next to the Bugeye was the TR 3. Neither car had been started for a few years. Ron had wanted a Bugeye since he was in high school, and the TR 3 was in such good shape that we bought them both. We towed them home and they sat in our garage for nearly three more years until we made the decision to try for VTR.

Sometime in June, after finishing a big job for work, Ron spent days and days in our garage enduring temperatures over 100 degrees. He was determined to make it to VTR! The brakes and brake hydraulic system were rebuilt, along with the clutch hydraulic system. All hoses were replaced. The starter and generator were rebuilt. The overdrive solenoid was replaced. The ignition system was rebuilt. The carburetors were rebuilt. The fuel tank was drained and an inline filter was installed. Seat belts were installed. He'd covered all the bases...at least that was what he thought.

About two weeks before our planned departure, Ron actually drove the TR 3 for the first time. He took it to Carriage and Motor Works on Southwest Boulevard in Kansas City, Kansas, to get a dent fixed in a rear fender. After bringing the car home several days before we left, he spent all his time cleaning, fixing, and reassembling various parts of the car.

On Sunday afternoon, two days before leaving, some friends visiting their parents near Topeka, Kansas, invited us to a surprise birthday party. That was to be our test drive. However, as we were backing out of the garage, we heard, and felt, a loud rubbing sound on the passenger side of the transmission tunnel. The bolts securing the new inner seat belts through the transmission

tunnel were so long they rubbed on the drive shaft. So we had to leave the TR 3 at home without a long test run.

Ron sawed off part of the seatbelt bolt and took the TR 3 for a 10-mile test drive around the downtown Kansas City, Missouri, loop. All was well and we were packed and ready to leave for Breckenridge the following morning.

We left Kansas City, Missouri, around 6:30 am on Tuesday, in hopes of missing the hot afternoon temperatures in western Kansas. As we headed west, we made it about 5 miles before the car started sputtering and lost power. Sitting on the shoulder of I-70, as early morning rush hour traffic sped past, we called AAA to tow us back to Carriage and Motor Works. Shop owner Brian Haupt determined that the problem was a combination of a faulty fuel pump and a clogged fuel line.



: First Tow of the Day

Once this corrective work was complete, we began our second attempt to drive to Colorado at 3:30 pm that same day. All went well. The car ran smoothly, had great oil pressure, coolant temperature stayed under 185 degrees, and we were pleased. However, as so often happens in life, being pleased one moment is not a guarantee of happiness the next. When we reached 202 miles from home the sputtering engine returned. We coaxed the car into a nearby rest stop and took a break. However, as we were

leaving, we discovered that the first and second transmission gears were gone. While we sat on the shoulder, headed up a hill along I-70, a couple from Arkansas who were trailering a TR 6 to VTR stopped to see if they could help. There was really nothing they could do but it was awfully nice of them to offer.

We sputtered up the hill to the first exit and turned the car around to head back east toward Salina, Kansas, where we thought we could get a tow back to Kansas City. However, after a few miles of struggling to keep the car running on the shoulder, we gave up and called AAA again.

This was the scariest part of the trip, sitting on the shoulder of I-70 in a two-lane construction zone. For the first hour-and-a-half it was still light. For the last hour-and-a-half it was dark as we exchanged many calls with AAA and the tow truck driver who was trying to find us. We didn't know exactly where we were and had guessed 20 miles off. Ron turned on the parking lights for awhile, then pushed on the brakes to make them blink as cars and semis came up the hill behind us. A Kansas Highway Patrolman finally pulled up after 9:00 pm and we were very thankful for his bright lights. Around 10:30 pm, the tow truck driver finally found us and the Highway Patrolman left after we were all safely loaded up. The tow truck driver took us to Topeka and unloaded the car at a hotel around midnight.

On Wednesday, Jack Edwards and Steve Boyse from Kansas City Triumph Sports Car Club drove from Belton, Missouri, well south of Kansas City, to load up the TR 3. Jack had just

had eye surgery and wasn't supposed to drive or lift anything so he enlisted Steve to help out. Following Jack's appointment with the doctor that morning, he picked up Steve and got the trailer licensed before driving to Topeka. The car was too long for the ramp to fold upright. However, the various straps, hooks, and chains did their job and we made it back to our house without the trailer ramp dragging the ground or the car coming loose. We will always be grateful to Jack and Steve for the extra effort they took to help us out that day and for giving up their time to rescue us.

After a quick shower and change of clothes, we were back on the road for our third attempt to VTR by around 5:30 pm. It was a nice, uneventful drive in what we now call our TR Civic. We spent Wednesday night in Goodland, Kansas, and arrived in Breckenridge, Colorado, around 11:30 am on Thursday. We immediately connected with some folks from St. Louis in the parking garage and then headed over to watch the Funkhana. We were ready for a laugh and the good company of other Triumph enthusiasts.

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NOLAND'S CYLINDER HEAD SERVICE

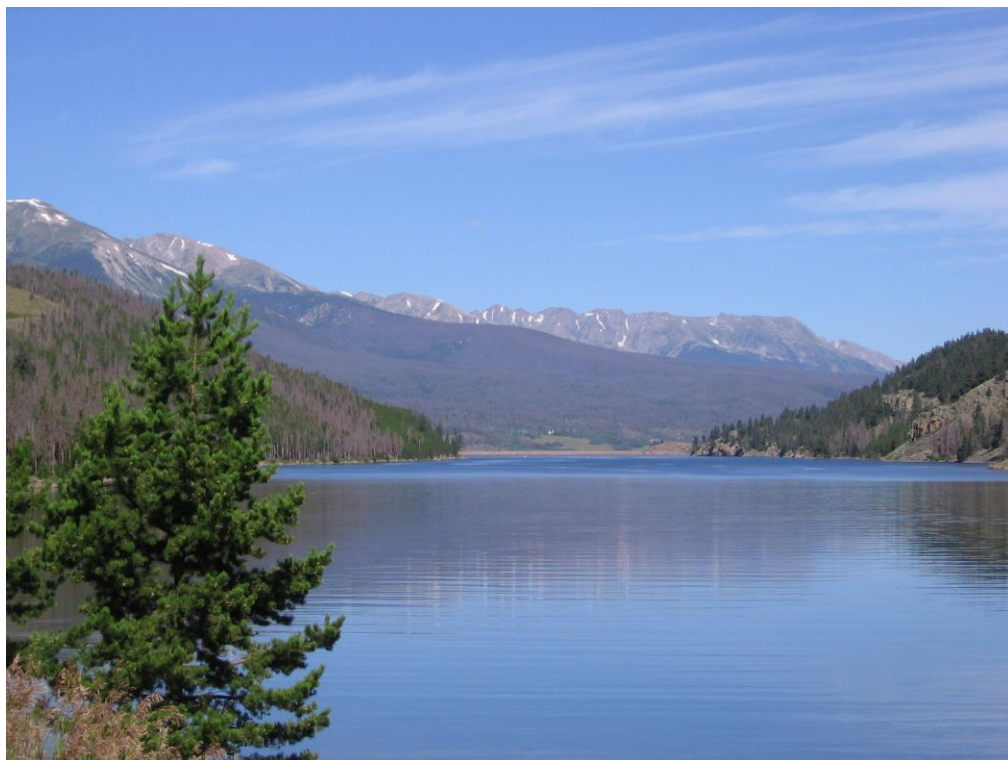
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Breckenridge – Finally!



Beautiful Lake Dillon



TR Funkhana

Thursday evening, we connected with Pat and Roger from the Kansas City Triumph club at the barbeque dinner. We shared our hard luck story with them but learned they had an even tougher time traveling to VTR. On Friday morning, following the car show, we did the Fun Rallye through the Rockies and somehow managed to tie for second place with the aid of the TR Civic. Officially, we got third place because we turned in our form after the other second place finishers. With or without a trophy, we had a great time!



VTR Car Show



1932 Triumph Southern Cross 9



First Car Out

As a postscript to this story, the TR 3 is now ready for another trip after Ron installed a new fuel tank and a new anti-rattle plunger and spring in the shift lever. He actually drove it to the All British Car Show in Kansas City over Labor Day weekend with no problems. As for another VTR, it wouldn't be a surprise if we try again. We love these old English sports cars and believe our TR 3 is a gem.

Susan and Ron Ray

Treasury Report

01/01/11 to 08/31/11

COMMERCE CHECKING BALANCE
01/01/11:

\$2,430.44

INCOME

Advertising	\$205.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$210.00	
Membership Dues, Renewal	\$360.00	
Other Inc., Grill Badges	\$0.00	
Other Inc., Josh Edwards Fund Raiser	\$267.00	
Other Inc., Raffels	\$226.00	
TOTAL INCOME		\$1,268.00

EXPENSES

Administrative Supplies	\$7.69	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$200.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$250.00	
Entertainment	\$143.42	
Gifts, Awards	\$0.00	
Gifts, Josh Edwards Fund Donation	\$367.00	
Gifts, Misc	\$191.90	
Insurance	\$150.00	
Misc.	\$6.41	
Newsletter	\$0.00	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$30.00	
TOTAL EXPENSES		(\$1,386.42)

INCOME - EXPENSES: (\$118.42)

COMMERCE CHECKING ENDING BALANCE
08/31/11:

\$2,312.02

CASH BOX

\$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 08/31/11:

\$2,347.02

All British Car and Cycle Show 2011 WINNERS

Sunday, September 4th dawned cool and a bit cloudy at my house, but I still loaded and fired up the Spitfire for the trip to the airport. Irene also loaded up her Sebring with T shirts for the 30th anniversary, annual All British Car and Cycle Show. She, however wimped out and raised the top on her car. I braved the cool and kept mine down and it was a bit chilly.

As we got nearer to the airport the sun came up and the skies cleared into the most glorious day yet for a car show. We had many members in attendance and many placed in their class for awards. Please see the 2011 Winners List.

Again this year our TR club manned the T shirt booth. The All Brit committee wants to thank you all for being so helpful. We are looking forward to next year and are contemplating some changes that should make the show more interesting and hopefully add a little more excitement. Suggestions and criticisms are accepted and appreciated.

Ed Blend, committee member, All British Car and Cycle Show.





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Big Healey

- | | |
|---|-------------------|
| 1 | 137 Mac Humphries |
| 2 | 121 Jamie Daggett |
| 3 | 1036 Bill Mabry |

B Bugeye

- | | |
|---|-------------------|
| 1 | 1012 Paul Johnson |
| 2 | 112 Sue Carol |
| 3 | 1050 Darren Traub |

C MGA

- | | |
|---|---------------------|
| 1 | 130 Brian Goldsmith |
| 2 | 136 Charlie Hoch |
| 3 | 155 Bill Pederson |

D MGB/MGC Roadster 62 - 74

- | | |
|---|--------------------|
| 1 | 1002 Drew Helgeson |
| 2 | 1037 Al Moore |
| 3 | 123 Jim Danielson |



E MGB

Roadster 74.5 - 80

- | | |
|---|------------------|
| 1 | 115 Randy Cohn |
| 2 | 103 Bob Andersen |
| 3 | 1001 Mike Oliver |

F MGT Series & Pre War

- | | |
|---|------------------------|
| 1 | 105 John Boles |
| 2 | 147 Bob McAdoo |
| 3 | 1018 Bob & Brock Jones |

G MG Midget & Box Sprite

- | | |
|---|--------------------|
| 1 | 113 Victor Carter |
| 2 | 1026 Teresa Matney |
| 3 | 154 Steve Olson |

H MGB GT & MGC GT

- | | |
|---|---------------------|
| 1 | 107 Paul Briggs |
| 2 | 1007 Monica Mills |
| 3 | 1029 Wayne Petersen |

J TR2 & 3

- | | |
|---|----------------------|
| 1 | 1040 Tom Slaymaker |
| 2 | 1060 Greg Schoenhaus |
| 3 | 1048 Guthrie Carrol |



K TR4 4A - 250

- | | |
|---|---------------------|
| 1 | Tie 167 Craig Simon |
| 1 | 1032 Greg Lemon |
| 2 | 126 Pat Fisher |
| 3 | 170 James Summers |



Brad Baumgart's souped up TR 6

L1 TR6 69 - 73

- | | |
|---|---------------------|
| 1 | 145 David MacIntosh |
| 2 | 1041 David Massey |
| 3 | 106 Steven Boyse |

L2 TR6 74 - 76

- | | |
|---|--------------------|
| 1 | 1014 Brad Baumgart |
| 2 | 153 James Nye |
| 3 | 139 Chad Jester |

M GT6 & Spitfire

- | | |
|---|------------------|
| 1 | 110 Will Burke |
| 2 | 104 Ed Blend |
| 3 | 125 Roger Elliot |

N TR7/8 & Stag

- | | |
|---|--------------------|
| 1 | 1022 John Maas |
| 2 | 163 Tom Rowe |
| 3 | 1016 Joe Blackwood |



Bob Aguilar with this years T shirt designed by Roger Elliot

O1 Jag Sports Pre 88

- | | |
|---|-------------------------|
| 1 | 129 Kris Gamble |
| 2 | 117 Pat & Bill Creswell |

O2 Jag Saloon Pre 88

- | | |
|---|--------------------|
| 1 | 1015 Joe Blackwood |
|---|--------------------|

O3 Jag All 88 - Current

- | | |
|---|-----------------------|
| 1 | 1011 Allen McReynolds |
| 2 | 122 Judy Daggett |

P1 Mini Classic

- | | |
|---|-----------------|
| 1 | 101 John Ackiss |
| 2 | 169 John Styers |
| 3 | 143 Jim Logan |

P2 Mini BMW

- | | |
|---|---------------|
| 1 | 144 Jim Logan |
|---|---------------|

Q Land Rover

- | | |
|---|---------------------|
| 1 | 1052 John Middleton |
|---|---------------------|

R Lotus

- | | |
|---|------------------|
| 1 | 102 Russ Amos |
| 2 | 1039 Bruce Heyne |



S British Saloons

- | | |
|---|---------------------|
| 1 | 1017 Walt Crist |
| 2 | 1003 Scott Williams |
| 3 | 1031 John Burrows |

T British Sports

- | | |
|---|--------------------|
| 1 | 1013 Brad Swiggart |
| 2 | 140 Brent Kasl |
| 3 | 164 Duke Samouce |

U British Modified

- | | |
|---|--------------------|
| 1 | 1009 Bill Davidson |
| 2 | 171 John Ulrich |
| 3 | 178 Bill Young |

W British Cycles

X AC/AC Cobra & Replicas

Z Scooters (Our special guests)

- | | |
|---|-------------------|
| 1 | 177 Richard Woody |
| 2 | 174 Richard Woody |
| 3 | 175 Richard Woody |

Diamond in the Rough

- | |
|---------------------------|
| 1008 Jeff & Roxann Storms |
|---------------------------|



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KC Triumphs Annual Christmas/Holiday/Winter Banquet And the WW I Museum Tour



Our winter banquet has been secured for Saturday December 10th at the Smokestack Bar-B-Q located at 135th and Metcalf in Overland Park. The menu and details will follow in a flyer so save the date.

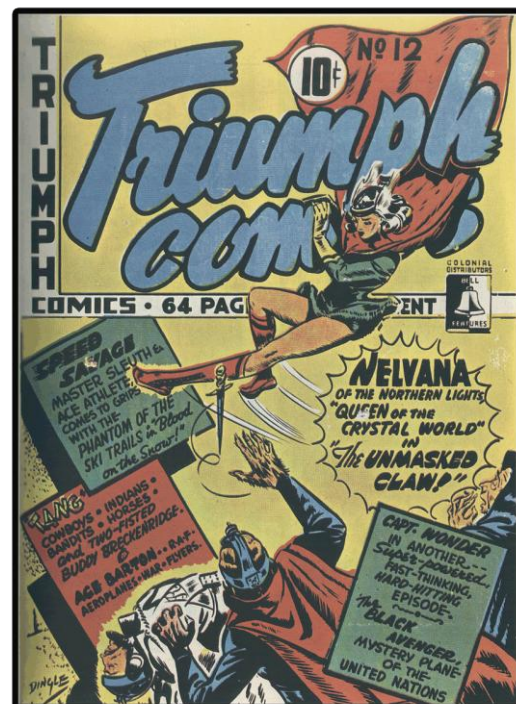
This year we are honored to have Tom Strongman, automobile correspondent for the Kansas City Star and TV. Tom will speak to us about "Minddrive, an electric car project for at-risk teens." Tom founded and is a mentor to this non-profit organization. To learn more about this organization visit the web site <http://minddrive.org>.

So everyone mark the above date your calendar. We want to have our largest turn out yet for Tom.

On another note save Saturday, November 12th for the club tour of the World War I memorial. The details have not been solidified yet, but again mark your calendar.

Ed Blend,

Assistant Director, Kansas City Triumphs Sports Car Club



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August 1, 2011

33 001090 1--1 *****AUTO**3-DIGIT 640

Jack Edwards
Kansas City Triumphs Club
9200 East 201st Street
Belton, MO 64012

Dear Jack,

Because of your support, Melanie and her husband, John, are able to provide their family with meals this winter. Melanie and John have an 8-year-old son and a 5-year-old daughter. John works full-time, but with the rising cost of groceries, gas and other bills, his income just isn't enough to make ends meet. Melanie has been working part-time, but since her company began cutting back on hours, the family struggles to make ends meet.

Fortunately, Melanie and John know there's a place they can go when they need help with food for their family. Thanks to your gifts to Harvesters, they can take home nutritious groceries from one of the more than 620 agencies in Harvesters network.

"Thank you for being a source of hope for a lot of people," she says. "It means a lot to know there's somewhere we can go to get help!"

Your generosity and support has made a lasting difference in the lives of families, seniors and children in our community. You have provided more than just food - you have given them hope and sustenance.

Thank you for helping us feed hungry people today and work to end hunger tomorrow.

Sincerely,

Karen T. Haren
President & CEO

P.S. P.S. Families, seniors, and kids in our region will receive much-needed food and household products. Thanks to your donation of time in the Volunteer Outreach Center.

Donation Date: 07/09/2011

Donation Type: Volunteer - Group

Donation: 2 Hours each

For questions, please contact the Volunteer department at 816-929-3090.

No goods or services were received in exchange for this contribution. Harvesters is a 501(c)(3) charitable organization. This is your receipt for reporting purposes.





A couple of pictures by Richard Woody of the Holyfield event. Perfect weather, great music and plenty of wine!



Save the Date!

December 10th



Save that date for our annual Winter Banquet, Saturday, December 10th, at the Smokehouse. Great Food, Good Drinks, Wonderful Atmosphere. FABULOUS People! Details to follow.

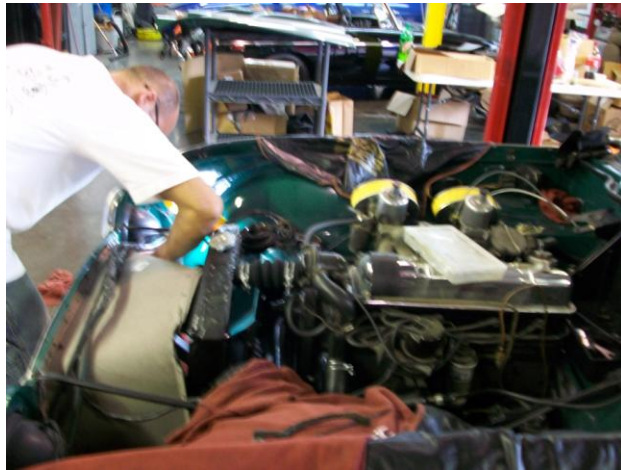
Dear Jack,

Thank you for bringing me in to the Kansas City triumph club. It was a huge surprise for me and my mother, and the fact that you inducted me for absolutely no charge is wonderful. I am very happy to be a part of this club, and I plan on being as active a member as possible.

Sincerely,
Nolan Wright

Search and Rescue!

Did you the KC Triumphs has a search and rescue team for disassembled vehicles? Well there is one and you can join. This fabulous team comprised of: Richard Woody, Jay Smith, John Maas, Ron Ray, Matt Jenkinson and Roger Elliot made the long trip to St. Joseph to help restore and rebuild Michael Robins' 1967 TR4A



Work began at 9 AM and lasted until 430PM. The owner of the shop where the work occurred was amazed at the organization and skill level of all involved. Among other tasks performed were : reinstalling the engine, transmission, master cylinders, radiator. fuel lines and trunk trim. The only two things that prevented

completion of the car were a lack of time and parts. It was also discovered that the people who dissembled the car left behind washers,



nuts, bolts and other parts that came from the car but no one knows where they belong.

On a personnel note. I was overwhelmed by all the support especially by the fact that I barely know some of the re-builders,

This experience has renewed my faith in human nature

Michael Robbins

25th Annual Colorado Conclave



Sept. 17th and 18th Arvada, CO

For quite a few years now, my wife Terri and I have been making the 600 mile trek to Denver in September to attend the Colorado Conclave. Why do we go so far? Well, if you are into old British cars as much as I am, you would find this show to be one of the best around as far as number of cars in attendance, variety of cars, hospitality, and best of all, scenery.

This year, as with every other year, Saturday is occupied by the "Ride the Rockies" tour. Your show registration covers this tour and the show on Sunday. The tour was approximately 100 miles up into the Rockies from the show site in Arvada, questions to answer, then lunch to eat at the finish. We decided to skip it this year as we had already put several hundred miles on the car

on the winding mountain roads the previous days of the week. As far as attendance for the tour, 108 British cars showed up for the 9:30 AM start. I cannot seem to find my line up of cars that went on the tour so I will skip it and just fill you in on the highlights of the show itself.

The Conclave does things a bit different than other shows. If you own a repair shop in the Denver or outlying areas that specializes on British cars, you can bring in your tent, set it up and have a few of the cars there in your area that you have restored or own within your area. All are registered, just not sitting in the normal judging areas with the rest of the cars. This makes it difficult to tell exactly how many TR3's

were there, for example. But as you can see from the several photos I have provided, the Triumphs were well represented.



The total number of cars really has yet to be determined. This is a large show by any standards and why even after the show they could not tell me a firm number, is unknown to me. Here is what I was told. 280 pre-registered. One guy sitting at the registration area on Sunday, taking new registrations, estimated that they would have roughly another 50 cars register at the show that day and it was 11:00 AM when I asked him this. He told me to ask another guy that was in charge and I was told the total would be 500 to 550. I tended not to believe him as I found out his job was a classic car appraiser. When I spoke with him again today, he came down to 480 as a guess. My "guess" would be in the 375 to 400 range.



As far as individual counts, Triumphs were represented very well. 2 TR3, 6+ TR3A, 6+ TR4

and TR250, 15+ TR6, 2 TR7, 5 GT6, 4 Spitfires, 3 TR8, 1 Stag, 3 Heralds and one Vitesse for the tour.

Many, many MG's from Prewar through 1980 MGB. Jaguars included a 1938 SS100 Saloon, 7 XK120 -150, 10+ XKE, and over 10 old 50's & 60's saloons. The Sunbeams were out in force with 16 Tigers, 5 Alpines, and one Talbot. The Lotus marque showed 19 cars. Austin Healey gathered 26 big ones and 6 little ones. Morgans were abundant with 12 cars. A Jensen Interceptor, an Allard race car, a Marcos, 5 Rolls Royce, 22 new Minis, 8 old Minis, 3+ Aston Martins including a DB4, and many others.



Moto
rcycles? Plenty. Over 25 of them including a 1952 Vincent Rapide, 39 New Imperial, 61 BSA Super Rocket Clubman, and a 1951 Triumph Thunderbird.

I highly recommend that you bookmark your next mid-September out in the Denver area to attend the 29th Conclave. You won't be disappointed by the cars on the field to view. Feel free to call me and I can make some recommendations regarding road that are a must to drive on, food, entertainment, and even the best liquor store you have ever seen (we spent \$460 there Saturday afternoon and have yet to touch any of it).

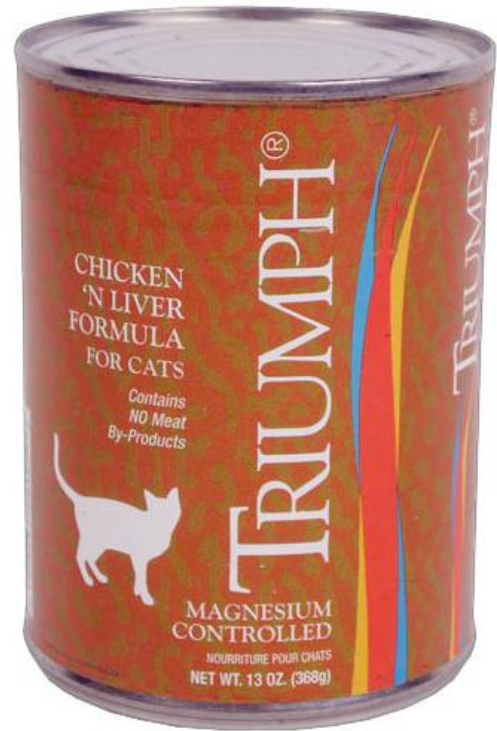
Joe Blackwood

WEDGE WORDS Part I: *HOT CATS*

A reader comment in a national magazine recently caught my eye. The writer told of buying a TR8 back when they were new and loving the car. But when he took a long highway trip he arrived at the motel with smoke rolling from under the bonnet that threatened to set the car ablaze due to the catalytic converters glowing cherry red. And he got the starter replaced 3 times under warranty since the heat from the converter kept cooking it. But once a fellow TR owner told him to cut the belt from the dreaded smog pump that cured the problem since there was no longer air being fed to the converters. Since my TR8 still has both the catalytic converters and the smog pump in place without any fiery consequences I wanted to understand his problem and his solution.

Way back in one of the elementary grades we learned that it takes 3 things for a fire. It needs fuel, oxygen, and a source of ignition. Take away any one of these 3 things and there is no fire. Well the hot exhaust gasses and the catalyst action provide the source for ignition. That is what the converter is supposed to do, burn any fuel that didn't get burned in the engine before it gets spewed into the air. The smog pump adds air into the exhaust stream to help the converter do its job. So we have 2 of the 3 elements for fire and they are there on purpose. The only one that isn't supposed to be there in great enough quantity to create problems is fuel. Most of that is supposed to get burned up inside the cylinders where it can produce the power to make the car move. And if things are working right then very little of it remains to flow into the exhaust. So why was this fellow witnessing glowing hot catalytic converters?

His solution was to remove the source of oxygen by killing the smog pump. And that probably did work. But wouldn't a better solution be to reduce the amount of fuel being wasted?



Back when our cars were new the government specifications for allowable emissions targeted mainly nitrous oxides. One of the many ways to reduce those is to just fatten up the fuel/air mix. A little wasted fuel can then be taken care of by the catalytic converter. Dropping compression, reducing cam duration, retarding ignition timing and adding deceleration bypasses helped also but those reduced power and performance so enriching the mix was the preferred way to solve the problem as much as possible. And since drivers, especially American drivers, didn't seem smart enough to shut off a manual choke once the engine warmed up, we also got automatic chokes.

I suspect the root causes behind this guy's problem were more likely mis-adjusted or malfunctioning chokes, carbs (or fuel injection) that were adjusted too rich, retarded ignition timing, or all of the above.

So why did the dealer not find and correct the root causes instead of just replacing starters? Could be the dealer mechanic wasn't very knowledgeable. This was near the end of the line for Triumph cars and money was

short for dealer support and training. And our government made it a crime to knowingly tamper with factory prescribed emission settings so advancing timing or leaning mixtures could get a mechanic in legal trouble. Of course the owner removing the belt from the smog pump was an obvious violation also.

Thankfully today in most states our cars get a pass on regular emissions testing. And many states just analyze the tail pipe emissions and as long as those are within generous limits they don't much care what methods were used to get the right numbers. So owners can get away with higher compression, big cams, advanced timing, missing converters, and other performance enhancements that most likely contribute to greater pollution. But these days our old cars mostly don't get driven all that much so maybe we aren't too big a part of the problem.



Wedge Words – Part II

What if I told you there was a way for you to slightly increase the performance and greatly enhance the driveability of your old British sports car for only a the investment of a few cents and less than 5 minutes of your time? Would you think I was selling some new brand of snake oil to add to the crankcase or the fuel tank? Would you think I had been out in the hot sun too long? Would you be sure that this was way too good to be true? Would you be willing to read on a few more lines just to be sure that I hadn't really discovered something?

Have you ever studied how the Constant Depression carburetors on our cars work? They

have a variable size venturi that constantly changes based on the vacuum produced by the engine. The name refers to this action, not that these carbs cause those of us trying to tune and adjust them to be depressed constantly. American cars used fixed venturi carbs and especially the four barrel ones were extremely complex. There were idle circuits, off idle circuits, air bleeds, progressive linkages, secondary barrels, power valves, and of course accelerator pumps that shot a stream of raw gas down the throats when you mashed the pedal. The mixture was almost never precisely perfect for any given situation and working out the best compromises kept engineers busy for decades. Computerized fuel injection that adjusted the mixture on the fly based on readings taken from various engine and exhaust sensors several times a second finally solved most of the problems. But our Constant Depression or Variable Venturi carbs adjust not just several times a second to the engine's needs, they do it continuously. The only big thing for engineers to fuss over is the precision shape of the metering needles. So why do performance nuts strongly prefer the fixed venturi carbs and think they offer better acceleration and better performance feel?

The short answer is the accelerator pump. The perfect air to fuel mixture for an engine is not the same at a steady cruise as it is when you ask for maximum power to jump away from a stop light. To get max power you need a richer mixture temporarily. An accelerator pump squirting gas into the carb throat is one way to make that happen and happen quickly. Our SU and Zenith carbs don't have this handy gadget.

But they do have provisions to richen the mixture when we stomp the pedal. There is a damper in the top of the carb piston chamber that slows the rapid rise of the piston. The result is that for an instant or three the intake of air is slightly more restricted than usual. That causes more fuel to be sucked up past the needle and into the engine. And to some extent we have control over how much or how little this damper alters the mixture.

Racers remove the damper or use very thin oil to nearly eliminate its function. They plan to run full throttle nearly all the time so this works fine for them. On the street we need to have this damper working to change the mixture for us as we ask for increased power.

Have you checked lately to see that there is sufficient oil in your damper(s)? If they run dry then your car will buck and jump and cause you grief. But by adding just a few drops of oil you can cure this problem. John Twist even suggests instead of using some light oil like ATF or some expensive dashpot oil or even the 20w-50 like in the crankcase that you try some gear lube which is a bit more like molasses in January. And a spoon full or two of gear lube costs next to nothing and it only takes a minute to add it into the dampers. If you should overfill them then the excess will squirt out as soon as you blip the throttle so you can't screw this up unless you forget to re-tighten the damper caps. Give it a try. It might be all your car needs to make driving a lot more fun.

Steve Olson



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EVENT	CONTACT	E Mail	DATES	
Chili Supper	Woody & Holly	wunderwood@kc.rr.com	10/29/2011	
Pyro Night			11/5/2011	
WW I Museum Tour	Ed Blend	edblend@sbcglobal.net	11/12/2011	
Christmas Dinner	Ed Blend/Cynthia Yin	edblend@sbcglobal.net c.yin2020@yahoo.com	12/10/2011	
Planning Meeting	Board		1/14/2012	
Dawn Patrol	Jack Edwards	jackhedwards@gmail.com	tbd	
Armancost (Studebaker)	John Maas	jnmaas@sbcglobal.net	tbd	
Rocheport	Jack Edwards	jackhedwards@gmail.com	tbd	
Lake Garnet	Steve Boyse	genobuf@aol.com	6/18/2011	

DO YOU LIKE
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Club Director

Jack Edwards

jackhedwards@gmail.com

816/348-0773

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 eachyear) payable to .Kansas City Triumphs. to:

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

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