

GB  **TR TIMES**
Bi-monthly newsletter of the Kansas City Triumphs Sports Car Club

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May 22, 2012



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



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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 XXIX

What a beautiful spring we have had, I wish I could say I have been driving my Triumph all over, but no, now I have to replace the spindles. I did get to ride to Broken Arrow in a Triumph, see article. The club has been doing great!! We had 38 at the last Club Night Out, what a great crowd. We have several new members; CB & Cheryl Harris, Jerry & Susan Davidson, Daniel & Linda Ramirez and Hank Reuter, DVM. If I missed anyone, I apologize.

At the April meeting it was voted on and passed unanimously to hold the 2014 VTR Regional. This will be a lot of work and there will be something for everyone to do. We are forming a committee to do the planning and build from there. We will keep everyone advised of the progress as it occurs. If you have any ideas contact one of the board members so we can consider them all, if you have talents that we can use let us know that. Another

way you can support it is to buy 50/50 tickets at our meetings, it was voted to use the group portion to fund the show. The 2013 show will be in Waco Texas, the later part of April so it won't be too hot.

I didn't get to attend the spring tune-up, but understand there was a good turnout. We all need to thank Gary for making his shop, tools and hoist available for this event.

We had several members make the trip to Olpe for fried chicken and good fellowship. It sounded like they plan on going again next year. Ron Ray & Paul started a top down no side curtain drive this winter, their next one is May 19 it is probably warm enough for more to attend now!!

Keep those LBC's (Triumphs) on the road.

Jack

Editor's Notes

I PROMISE I will get to the next event.. I promise.. Circumstances and vacations have conspired to keep me from joining all of you but the calendar certainly has some upcoming events that should motivate everyone to get out & about.



Me on the Prinsengracht, rolling Dutch style

HEREIN... You will find coverage of the spring tech session and the 2012 regional VTR. Steve shares his wedge wisdom and Paul debunks.

The editor demonstrates what occurs when articles do not have pictures!

A few folks told me that the banner at the top of the newsletter was indecipherable when printed on a

black & white printer so the cover theme is EDITOR GONE AMOK!—Let me know what you think.. That's a 'official' UK front tag.

Chip

Hey Chip,

I want to thank everyone that helped me work on my TR3 last Saturday. Especially Ray who did almost all of the work on the water pump and ?????(I hope you can supply the name) for helping me find the electrical problem. I really enjoyed the comaraderie of all the guys and a real big thanks to Gary for providing a wonderful place to meet and work on our cars. To me, this was the best meeting I have ever been to since I have been a member of the club.

There was one person that was going to check for a light bar for my TR and send me an email message. Do you happen to know his name? He might have been driving the beige TR that was setting in front of the garage.

Thanks for all the work you do.

Mike Pace

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To our NEW MEMBERS!

CB & Cheryl Harris
101 S. Oak
Garnett, KS 66032
785-448-5534
1959 Triumph TR-3

Hank Reuter, DVM
8711 W. 101st Street
Overland Park, KS
913-381-3943
1976 Triumph TR-6

Trevor & Holly Barth
22001 W. 56th St.
Shawnee, KS 66226
913-744-0403
1980 Triumph Spitfire

James & Barb Timmons
902 N. Main
Brookfield, MO 64628
660-258-6397
1975 Triumph TR-6



June 1st and 2nd, 2012 - Independence, Missouri. 23rd Annual Heartland MG Regional car show and swap

We have returned to the Historic Square in Independence, Missouri for a Saturday of MG excitement. 17 different classes for MG owners with a participant favorite best of show as well as a judged best of show.

Additional classes for owners of any other type of British car with expanded classes for Triumph and Austin Healey owners. Friday night cookout at the host hotel,

Quality Inn & Suites at 4200 Noland Road, in Independence.

Show starts at 9 AM Saturday with trophies, t-shirts, posters, silent auction, & swap vendors. For more information, please go to our web site, www.heartlandmgregional.com or contact Joe Blackwood @ 816-520-2433.



We now have available a license plate frame. Each club member will receive one free; additional may be purchased at \$2.00 each. Get one for each of your cars and show your association.



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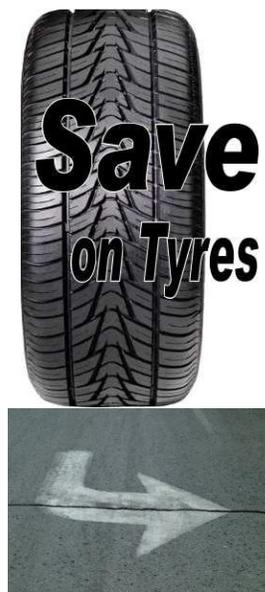
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I have four virtually unused TR6 tires on freshly painted wheels with excellent rims. I'm asking \$200 for everything. Also have a set of bumper guards in pretty good shape for \$20.
 Keith Alm , klalmone@AOL

1973 Triumph TR6 For Sale—

NEW PRICE! - \$9500

Exterior Color : Midnight Blue (Good shape on a scale of 1-10 I would say it's a 7)
Interior Color: Biscuit (Light Tan) (NEW) Panels and Carpet with NEW Underlay
Top: Biscuit (NEW)
Tonneau: (NEW)
Mileage: 90,001 (Original)
Transmission: (4) Speed (Synchronizers all work perfectly)
Brakes: 75%
Rack & Pinion: Replaced with NEW Quick Steer in February this year
Tires: Red Line but would say they will need to be replaced due to age . Tread depth 3-4
Electrics: All wiring is sound with NEW Battery, Points, Condenser, Rotor, Dist Cap, Plug Wires
Fuel Pump: Replaced NEW Manual Pump with NEW Electric Pump just for a confidence issue
Exhaust: No idea how old but is sound and have added Chrome Tips to the twin exhaust pipes
Wheels: Original steel wheels with NEW Chrome Wheel Rings and NEW center wheel devices
Lug Nuts: NEW Chrome Lug Nuts and Center Wheel TR6 emblems
Bumpers: Original with very small corner dent in right rear but have additional chrome bumpers added
Oil Pressure: Excellent and does not smoke
Alternator: Good charging levels
Coil: NEW replacement
Windshield Wiper Motor: Works perfectly (Surprise , Surprise)
Sun Visors: Excellent condition
Steering Wheel: Perfect condition (Another Surprise)
Clutch: Has had a new slave unit added. Makes a little noise until warms up but needs to be driven
U joints and Drive shaft: Appear to be strong. Had differential and transmission fluids changed in February
Title: Clear and free from liens
Asking Price: Had listed in Craigslist for \$11,950 but have dropped to ~~\$10,950~~ as I need the garage space
Please have interested parties contact me directly at :
Leonard J. Urban
5106 McCoy Street
Shawnee, Ks 66226
Cell: (913) 449-9790



1978 Spitfire original factory hard top in British racing green. Extremely good condition inside and out and comes with a rolling stand for easy, secure storage. \$500.

Contact number in Leawood KS 913-219-8421

2012 Regional VTR Convention



Broken Arrow, Oklahoma- Thursday, April 26
Richard Woody and I left for Broken Arrow in Richard's TR8. Broken Arrow is a suburb of Tulsa, east side; it is an easy 5 hr. drive. The Green Country Triumphs were the host this year. Thursday



They had a welcome party with; home brew, soft drinks and a great sandwich buffet. We had registered for the convention checked into the hotel and had a little time to rest up from the trip. We were welcomed with real Southern Hospitality. The committee was concerned because quite a few people were missing the Regional to attend the Mitty in Atlanta. This is something we need to watch in 2014.



Friday was a full day with the autocross and funkana in the morning. Richard got 2nd place in the autocross in his class. They also had a self-guided tour and a Fun Rallye. For dinner they had several different places, where they had reservations made and members to escort you. We had selected Toby Keith's. There were 15 of us there. We had our own funkana in the parking garage, only having to turn around completely once, getting a full tour of the garage before we figured out the ramp system.



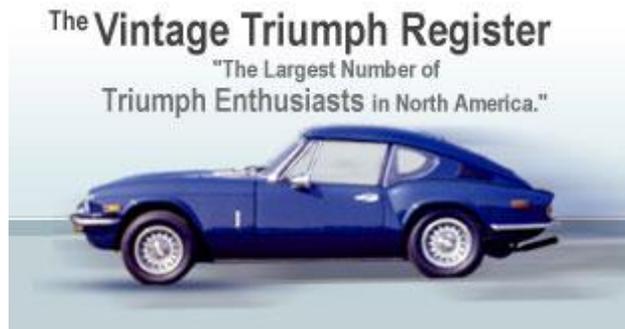
Saturday was the big day, starting with a judge's breakfast at 7am. Richard judged TR3's and I judged TR 7's & 8's. Rain was threatening but cleared off and was a beautiful day. Richard's 8 was in concours, but was moved to modified. The head judge wanted to eliminate the 8 for the third light Richard had added to his trunk. When I explained why most of our group was adding third lights, it was determined to be a safety issue and allowed. Richard and I spent the afternoon exploring Broken Arrow. When we got back we were having coffee in the reception area, when one of the club presidents asked us why we didn't go to the presidents

meeting. It had been next door while we were visiting and drinking coffee, I promise to make it next year if I still qualify. The Banquet was at 7, it was held at Forest Ridge Golf Club, a very nice facility. The banquet was catered, good food & good fellowship. The awards were presented with breaks for silent auction, raffle and door prizes. I was the only one at our table to win any of the prizes. Richard got 3rd place in modified class and a trophy for 2nd place in the autocross.

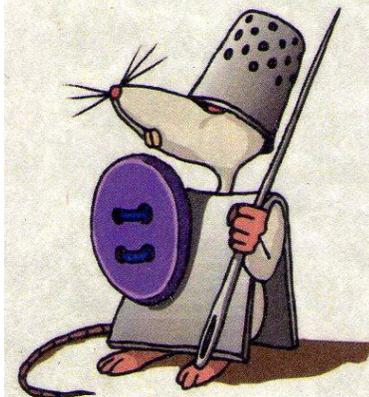
Next year the Regional will be in Waco, Texas. I hope we can have more people attend. It is conducted the same as the VTR. Our Region is the only one that has a Regional every year. We can thank Paul and Gary for starting the Regional in 1981 or 1982. There were groups represented from

Arkansas, Missouri, New Mexico, Texas and Oklahoma. Dave Massey from St Louis attended and of course played the bag pipes for us. A great time was had by all.

Jack



Membership forms and all the benefits of membership are online at <http://www.vtr.org/>



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60th Annual Rallye Glenwood Springs

June 8-10, 2012



The MG Car Club - Rocky Mountain Centre invites you to help us celebrate our *60th Annual Rallye Glenwood Springs*, the oldest continually-held time-speed-distance rallye in the United States, on Friday, Saturday, and Sunday, June 8, 9 & 10, 2012. The first Glenwood Springs Rallye began with a hardy group of MGCC-RMC sports car owners who discovered the joys of top-down motoring in Colorado when MGs still had running boards and the new TR2 and powerful XK-120 were just beginning to be sold by Colorado car dealers. Imagine what Colorado mountain roads were like during that 1952 Rallye—gravel (some pavement!), no guardrails (helps to slow drivers!), single-lane bridges (you need more?), hairpin curves, sheer cliffs, and thin air (well, we still have those!).

The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, have formed the backdrop for the Rallye Glenwood Springs through fifty-nine previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive borrowed MGCC-RMC cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

This milestone weekend is a marvelous opportunity for not only MG owners but also all car enthusiasts of every marque—British, American, European, Asian—to come together for sunny days, cool nights, and unique events. The fun begins Friday with a scenic Road Tour winding through canyons and over mountain passes between Denver and Glenwood Springs. Saturday's main event is the Rallye Glenwood Springs—a time-speed-distance rally to challenge both novice and experienced rallyists—through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with the Banquet on Saturday night and the Car Show, Funkhana, and Awards Presentation on Sunday.

Registration is only \$45 (before May 15, \$55 thereafter) for all driving events and the car show; banquet and regalia are extra. Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can also contact Glenwood Publicity Chairman Steve Hart at 303-985-2763 or E-mail: stephen_hart45@msn.com for information.

Tech Session May 5, 2012



It was a beautiful but hot day for some of the seventeen attendees at Gary Perry's garage for our annual tech, clean up, grease and other things we do to our cars session. Most of us had some good lift time to change oil and study the underside of our, at least my, oil leaking car.

Steve Boyse brought his strange new car over, most of us concluded that it was not a Triumph, some of us even said it was a Mercedes!! Imagine that. He was able to get a really tight fill plug out of the differential so he could fill her up with new oil. Paul did an oil change on his fabulous Mustang, Bob did some work on his TR-6 and many of us worked on our TR-

3 and Spitfires. Bob signed up a couple of new members, welcome aboard and I hope you will join us in other events.

On behalf of the club I want to thank Gary for the use of his wonderful garage and Jerry Davidson who lent a helping hand to all who needed one. Again this year Gary went all out for lunch with hamburgers, beans and all the fixin's. Bob did a great job as cook with help from others. Did you ever notice that a good share of our events always either start with or end with food, yummy!

By the way, just as an aside congratulations to the new mom and dad, Darren and Amy Taylor, and to the new grandpa Larry Taylor on the birth of their new baby girl. I don't know the name of the little one yet, but they all have our best wishes.



See you all at our next event...

ed and irene



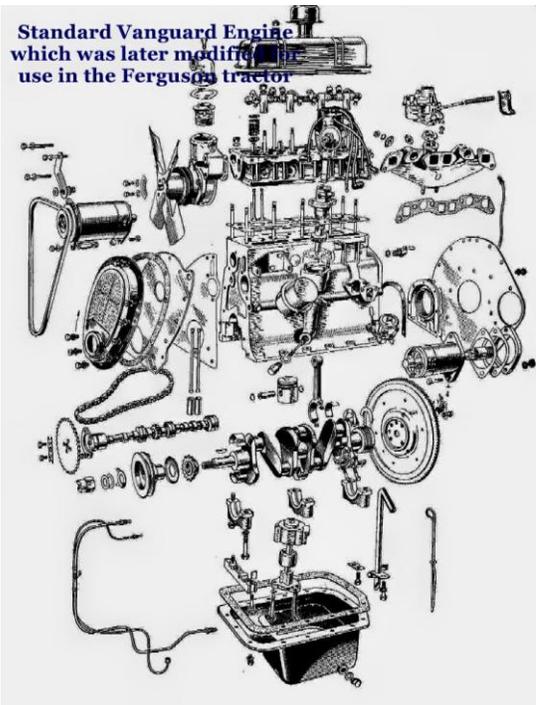
NOT A TRACTOR DERIVED ENGINE

Occasionally in our British car fraternity I hear or read inaccurate information about the objects of our delight. A persistent myth is that Triumph TR2, 3 & 4 engines were born in a tractor. Some who should have known better such as Bert S. Levy, author and speaker at one of our KC All British shows, have found it humorous to write about tractor engines in British roadsters. Wikipedia, not surprisingly, also has it wrong. Perhaps a little Standard-Triumph history will aid the interests of Truth & Accuracy.



In the summer of 1939 the Triumph Motorcar Company, after having sold off the motorcycle business 3 years earlier, went into receivership.

Donald Healy subsequently sold it on behalf of the receivers to Thomas Ward & Co., of Sheffield. The era of ‘The Smartest Cars in The Land’ was no more. Ward sold most of the Triumph assets to the British government Air Ministry, and following the Second World War what remained (the name, trademark, traditions) was sold in the autumn of 1944 to The Standard Motor Company.



Standard was supplying engines to SS-Jaguar and wanted to compete in the sporting car market. The Triumph name was a good addition for them because of its reputation for quality sporting motorcars. The OHV 4 cylinder engine and gearbox assembly that Standard was supplying to Jaguar became the power unit for the upcoming 1946 Triumph 1800 razor-edge Saloon and the 1800 Roadster and bridged the gap until the new 2-litre Vanguard engine was ready. The Vanguard, named after a British battleship, was to be the Standard Motor Co.’s ‘bread & butter’ sedan and somewhat resembled a 1940 Plymouth.

The Vanguard engine was developed by a team led by Technical Chief Ted Grinham and was much influenced by the French Citroen traction-avant engine that Standard had bought in the 1930s for study. It’s a wet liner design; the cylinder liners were easily replaceable and held in place by figure of 8 gaskets in the block and the head & head gasket on top. It’s an extremely strong, torquey, reliable and easy to modify engine with a capacity of 2088c.c. and a bore/stroke of 85 x 92mm. and 68 hp.

Bill Piggott, an English lawyer, was appointed the registrar in 1979 of the Triumph Register Club of England, and has had access to factory records and authored many books on the Marque. In his latest book, published in 2009, he states that although many said that the TR had a ‘tractor’ engine this is not the case. It is true that a modified form of the Vanguard engine was used in Ferguson tractors manufactured by Standard-Triumph.

In 1946 the first Ferguson tractors came off the Standard-Triumph line with US-built Type Z120 Continental engines. In 1948 the modified Vanguard engine was adopted. Tractor modifications included reduction of capacity to 1879c.c., bore/stroke 80 x 92mm, compression reduced to 5.7 to 1, and specific intake and exhaust manifolds. More information can be found at www.ferguson-museum.co.uk (click on TE20).



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This increase in power revealed weakness in the block, big end bearings and camshaft design. Cracking occurred below the inner head stud seating and alteration to the main block casting was required. Longer inner studs were extended to the crank chamber ceiling and put the liners and water jacket walls in compression rather than the previous tension. Problem solved.

Higher engine speed caused big end bearing failure (2 to 3 hour sustained 5,200 rpm). Cross drilling oil passages in the crank, dowel located larger rod cap bolts and improved bearing material was the solution.

After each modification road testing was carried out. At 240 miles of high speed running, repeated failure of the number 1 exhaust valve occurred.



Triumph 2000 Roadster

the last Standard named vehicle, the 1963 Ensign De-Luxe saloon.

Early in 1952 Standard-Triumph began developing the Vanguard engine for use in a limited production 2-seater sports car. The April, 1955 issue of the British magazine Autocar details the extensive development of the Vanguard engine for use in the TR2, in an article entitled: A Triumph of Development. To compete in the up to 2-litre class, capacity was reduced to 1991c.c. by the use of smaller 83mm liners. Compression ratio was eventually raised to 8.5 to 1. The single Solex carb was replaced on a new manifold with 2 SUs. Valve lift & duration were increased as well as intake valve size. The fan was relocated from the water pump to the crankshaft.



Triumph 2000 Saloon

Special valve gear testing at 6,000 rpm with stroboscopic and electronic equipment showed the camshaft was bending at the #1 exhaust lobe but there was little deflection at the #3 lobe. An increase in the camshaft diameter by 1/8 inch was not successful as no reduction in bending occurred. The final solution was to increase the diameter of the front half of the camshaft only. Problem solved.

None of these problems had occurred with the less stressed Vanguard sedan engine. More information on TR2 & TR3 development can be found in Brooklands Books TR2 & TR3 Gold Portfolio. In summary, the Vanguard engine found many applications in Standard-Triumph vehicles from 1947 to 1967: The Vanguard saloons, 2000 Roadster, 2000 Renown saloon, Ferguson tractor, TRX prototype, TR2-4A, and

Paul McBride

WEDGE WORDS



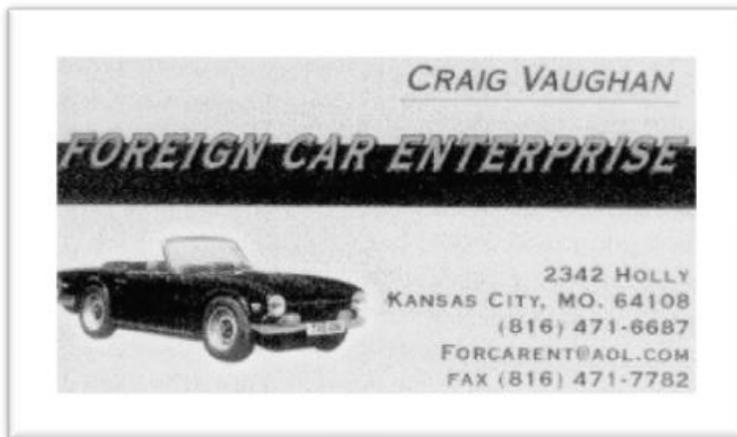
For some time I have known that the lighting on the rear of my TR8 was well below modern standards. For the sake of safety I added a third brake light up high on the rear deck and hoped that would help. And I'm sure it did. I considered replacing the tail light bulbs with bright LED replacements but those aren't always a big improvement since they shine in a single direction. If the LED's aren't pointed properly then most of the light won't be seen. Plus I'm cheap and those LED's can get a bit spendy.

Well on the wedge cars the rear lamp assemblies have 4 separate bulbs and lens segments. The white backup lamps might benefit from LED's. The amber turn lights are fairly bright already and LED's would require changing the flasher or installing resistors. I thought I was really onto something when I came up with the idea of putting common dual filament bulbs in both the tail lights and brake lights. That would instantly double my illumination and even make the car look more balanced at night. I thought this would be a snap to accomplish by just changing the bulb sockets and adding a bit of wiring. But I was wrong.

The bulb sockets that Triumph used are the same as no car in America. I know, I checked everything in the junk yard. I even looked online and came up empty handed. Then I decided to bring the problem to the guys in the Triumph Wedge Owners' Club. They knew exactly what I was talking about and it seems that years ago one of them had come up with a solution and had even nicely documented it. They had discovered that the Rover Princess and some other British home market car but nothing else used these same bulb sockets. And TEX Auto still makes replacements. With that information all I needed was to go online to order 4 of them. Sadly the sockets were about \$6 each but I thought if it saved me from being rear ended it would be a good investment. Less than a week later the sockets arrived.



Of course I had to go buy 4 new bulbs and seems the price of those has doubled since I last bought any. And while I came up with the scraps of wire needed, I opted to buy nice insulated terminals and piggyback adapters to make the job simple and easily reversable. That trip to the parts house ate up a \$20 bill. But the actual labor involved was quite simple. I think the car looks much better and is surely safer.



What I learned is that when I have a good idea but then run into a dead end trying to implement it, I should try asking the experts. If someone has already invented the wheel I just need use their design. Next time you see my car look how nice the lights look!

Steve Olson

2012 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
3rd	Club Night out	6:00 PM		Birdies	
5th	Spring Tune Up	8:00 AM	Garry Perry	Garry's Shop	7755 W. 197th St., Stilwell, KS
6th	Heartland SCCA Race	9AM-12PM	Kent Prather	Topeka, Heartland Track	Picnic lunch around noon, cost \$5 per person
TBD	Bethlehem Lutheran School Science Fair	10AM - Noon	John Maas	Raymore, MO	
31st	Board Meeting	6:00 PM		Birdies	Anyone Welcome
June					
1st & 2nd	Heartland MG Show June 1st Free BBQ June 2nd Show	5-8 PM 8AM-3PM	Steve Olsen	Independence	Steve or Jack Edwards fill in details See web site for details
7th	Club Night out	6:00 PM		Birdies	
9th	Armacost Museum Tour	2:00 PM	Steve Boyce	Grandview, MO	Cost of \$5 per person
24th	Art of the Car Concourse			KC Art Institute	
28th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
July					
5th	Club Night out	6:00 PM		Birdies	
14th	Boulevard Drive In	7:00 PM	Steve Boyce	Merriam, KS	

20th	Holyfield Winery	6:30 PM	Larry Taylor	Basehor, KS	18807 158th St.
14th	Harvesters	10AM - Noon	Jack Edwards	Harvesters	
26th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
27th & 28th	Carthage Auto Show			Carthage, MO	
August					
2nd	Club Night out	6:00 PM		Birdies	
30th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
September					
1st and 2nd	All British Car & Cycle Show	?	Ed Blend	Zona Rosa	Ed to fill in details
6th	Club Night out	6:00 PM		Birdies	
7th & 8th	Brits in the Ozarks		Larry Birks	Springdale, AR	Details will follow as time nears.
27th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
29th	Bar-B-Q	6:00 PM	Richard Woody	Richard's House	17215 NE 123rd St. Kearny MO
October					
4th	Club Night out	6:00 PM		Birdies	
13th	Atchison Antique Tour		Larry Taylor	Atchison	Details to follow
25th	Board Meeting	6:00 PM		Birdies	Anyone Welcome

27th	Chili Supper	5:00 PM	Woody Underwood	Woody's House	1218 West 61st St. K.C. MO 64113
November					
1st	Club Night out	6:00 PM		Birdies	
10th	Steamboat Arabia	?	Ed Blend	River Market	Ed to arrange
20th	Harvesters	6 - 8PM	Jack Edwards	Harvesters	
29th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
December					
6th	Christmas Banquet	?	Cynthia Yin	?	Cynthia and Ed among others to determine
2013					
January					
12th	Planning Meeting	TBD	Jack Edwards	TBD	
Undated					
3rd Sat of Month	Top Down Drive with Ron. Open to side curtain cars. Ron emails destination, meeting place and time one week before the run	11AM approx	Ron Ray	?	
?	West Bottoms Antique Tour	?	Chip Kiger	?	Drum up interest and Chip to set up
?	Weston Tour	?	Larry Taylor	?	If we can drum up some interest

DO YOU LIKE
TRIUMPHS?
 JOIN THE
KANSAS CITY TRIUMPHS SPORTS CAR CLUB!

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

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!



Membership forms for the VTR are online at <http://www.vtr.org/>