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TRIUMPHANT MEMORIES!

By Jack Edwards

On the way to Club Night Out, waiting at a red light, Last Thursday a girl honked at us and said her father had had a TR4. There were 6 kids in her family, he would get them all in the Triumph and take them to the grocery store or for ice cream. As she continued to talk to us you could see tears beginning to well up in her eyes. As the light changed she stated, "Those were such great times with Dad." As she turned she honked and waved at us, this has had me thinking since then about, how when we drive our cars we are making memories for others as well as ourselves.



How many times have you heard comments like this? Each time I think of the driver of a Ferrari in Italy that sneered at me when I commented on the beauty of his car. He continued to snub me as I walked around the car, got out and strutted into a restaurant. If all the Ferrari owners had had his attitude it surely would have soured my opinion of Ferrari's.

I strive to be earnest in my replies to people giving me high fives, thumbs up or commenting about my car. If possible I will stop and visit, making Laraine upset. I have particularly enjoyed kids' comments and gestures. My favorite show has always been the one we had at the City Market. It was small and the kids' were usually with their folks on their best behavior. In those circumstances I would open the door and let them drive my car. They had so much fun I hated to see them have to go. We had the same experiences at the Lutheran Church, when the kids' would give us a ticket for their short ride. The principal went on several rides, having been around sports cars as a youth. The kids' parents would get involved also. They were young enough that they weren't familiar with real sports cars. One boy would use all his tickets for rides each year that we were there. I hope he will be one of the younger people it is going to take to continue our love for LBC'S.

Keep your top down and your car on the road ...

Kansas City All British Car Show, August 31, 2014



Jim Nye's TR-6



Craig Simon's TR-5



Richard Woody's TR-8

Results

Class	Description	First	Second	Third
A	Austin-Healey 100 4, 6,3000	Joseph Richardson	Rob Camblin	Joe Hallauer
B	Frogeye Sprite	Joseph Richardson	Janna Phillips	Sue Carroll
C	MGA	Chris Armacost	Tom Berry	
D	MGB/MGC Roadster 62-74	Robert Holmes	Jim Danielson	Scott Swope
E	MGB Roadster 74.5-80	Rick Dyer	Wayne Petersen	Mike Oliver
F	MG T Series and Pre-War	Dan Craig	Brock Jones	
G	MG Midget & AH Box Sprite	Alex Bradley	Al Calon	Phil Nicholson
H	MGBGT & MGC GT	Mark Guenther	Randy Kasssed	
J	TR2 & TR3	Larry Taylor	Mark Meyer	Paul McBride
K	TR4, TR4A & TR250	Craig Simon	Bill Fisher	Michael Robins
L1	TR6	Jim Nye	John Lawson	Brad Baumgart
M	Spitfire & GT6	Will Burke	Ed Blend	Steve Vehlewald
N	TR7, TR8 & Stag	Richard Woody	Tom Rowe	
O1	Jaguar Sport	Bill Creswell	Kris Gambel	Ken Smiley
O2	Jaguar Saloon	Bill Eickhorst	Britta McCracken	
P1	Mini Classic	Deighton Brunson		
P2	Mini BMW	Robert Fritton	David Gray	
R	Lotus	Denis Maruszak	Bruce Heyne	Marvin Angleton
S	British Saloons	Bruce Millert		
T	British Sport	Bill Watkins	Craig Vaughn	Keith White
W	British Cycles	Bob Peters	Kenny Howar	James Keeler
X	AC/AC Cobra	Mark Roden		
Z1	Italian Cars	Glen Beckerdite	John Justus	Scott Hughes
Z2	Swedish Cars	Phil Turner	Bert Klein	Bert Klein

Kansas City All British Car Show, August 31, 2014



Paul McBride and his TR-3



Mark Meyer's TR-3



Larry Taylor and his TR-3



Michael Robbins' TR-4



Steve Vehlewald and his Spitfire



Jack Edwards' TR-4



Ed Blend and his Spitfire



Ron Denning's TR-6



Brad Baumgart & Dexter



Brad's Triumph Motorcycle



Linda & Larry Taylor

OUR TRIP TO THE BRITS IN THE OZARKS

By Larry Taylor

Linda and I left for the Brits in the Ozarks car show Friday morning in the Explorer with the TR3 in tow on a trailer to meet up with others at the McDonald's in Harrisonville. There

we met Club members Richard and Ann Woody driving their Ford F-150 with a baby blue Cushman scooter and a Triumph bicycle in the back of the truck. We were joined by several MG club members – Rick and Monica Mills in their MGB GT, Charles Hall driving a Morgan and Jim Danielson coming directly from Watkins Glen, NY in a MGC. Teresa Wright from Iowa also joined us driving her Cadillac (more on Teresa in a moment). Rick and



Monica took the lead and after a stop in Carthage, the group detoured off of I-49 for a very scenic drive in light rain on Highway 59 along the Elk River

We arrived at the Holiday Inn Express (a very nice hotel) in Springdale, AR by late afternoon in a light rain. There were already quite a few British cars in the parking lot along with a hospitality tent with plenty of beer and wine. After unloading the car and checking in I went back to put the registration material in the car and hit the wind wing with my shoulder and to my dismay it broke in half. With that we were ready for a beer. In the hospitality tent we found MG club member Don Bonar who brought his wife Sandy and his 1935 MG PA. After a beer, or two, the rain picked up and the temperature dropped, and the party moved into the hotel. There we enjoyed a BBQ chicken dinner prepared and served by the show committee. Club members Pat Fischer and Roger Elliot joined the dinner having driven Pat's TR250 to the show.



Saturday morning was cool and breezy and we drove about 5 miles to the show at Agri Park in Fayetteville. The grounds were ideal for the show - lots of room, trees and a large shelter house pavilion where they served food and held the silent auc-

tion. After staging the cars, several of the wives bolted across the street to a vintage antique fair to shop and stay warm. Soon the sun came out and it turned out to be a very pleasant day. The people's choice voting and silent auction wrapped up about 2:00. After visiting with Mark Twain, Linda and I left to return to the hotel about 2:30 and that is when the adventure began.



My first mistake was to make a wrong turn on I-49, turning south rather than north. After about 5 miles, I pulled off and got out my GPS which confirmed my error. Happy to be headed back the right way the car soon began to lose power, started sputtering and our speed dropped to about 40 miles per hour. After about a mile, the engine gave up the ghost and we coasted over to the shoulder – still about 4 miles from the hotel. After sitting for a minute or two, I hit the starter and the engine roared to life and off we went. The euphoria was short lived – the car started sputtering and after about a mile, we were off on the shoulder again. This time Richard and Ann Woody pulled up behind us. After a quick roadside conference we were back in the in the car repeating the same starting, stopping and resuming two or three more times with the Woody's running interference behind us. Thank you Richard! Linda took it all in stride – thank you Linda! When we reached the hotel, we checked the sediment bowl on the fuel pump and one of the carburetor float bowls, but drew no conclusion. We loaded up the car on the trailer and will deal with the problem later – probably a failed fuel pump or a blockage somewhere in the fuel line.

At the banquet after a BBQ dinner, Kas Kastner gave a rambling account of his racing and consulting days and then the show winners were announced. Our Kansas City group fared very well. The Woody's, the Mills', the Bonar's and our TR3 won first in class; Pat and Roger won second in class. The Bonar's also won the Chairman's Choice Award for best in show and their PA will be on next year's shirt. Our Jack Edwards, who was unable to attend at the last minute, was awarded the Spirit of the Hobby Award for his significant contribution to the British car community. As a result of my mishaps, I was awarded by popular vote the Hard Luck Award that came with a \$50 Victoria British gift certificate. Jim Danielson received the Longest Distance Award for his drive from Watkins Glen.

The show raised about \$15,000 for ALS. After the awards, Teresa Wright gave a moving talk of the struggle her late husband, Frank Wright, and his family had with ALS. She was followed by other ALS speakers recounting their appreciation for the continuing support they receive from ... (Continued next page)

British Iron and the British car community.

We checked out the next morning and followed the Woody's to Alice Walton's Crystal Bridges Art Museum in Bentonville. There we toured a special modern art exhibit and ran into Don and Sandy Bonar. After lunch at the museum, the Woody's hit the road, and Linda and I toured the American Art exhibit. The museum grounds, facilities and collection are top notch and I highly recommend visiting the museum, there is no charge for admission or the exhibits.

We spent Sunday evening at the disappointing C21 Hotel on the square in Bentonville. Sunday night in downtown Bentonville is pretty dead, but we did tour the Walmart Museum and had dinner at the Flying Fish, one of the few restaurants open. We left for home the next morning in intermittent rain and arrived home without further incident.

Even with our mishaps and less than perfect weather, we had a wonderful time. The show and related activities were well planned, well funded and well executed, the museum was lovely and we enjoyed the company of our friends and made new friends. We will make every effort to return next year and hope that more Triumph Club members will join us.

Ron Behm Remembered

Submitted by Paul McBride

British auto friend Ron Behm died September 8, 2014, days after suffering a stroke. He was 76. Ron was one of the founders in 1980 of the Midwest MGA Club. I came to appreciate his good humor and promotional talents when he joined the first **Kansas City All British Car Meet** committee in the summer of 1982.

He was the Chairman of the Promotion and Funkhana committee. I remember him using his personality to great advantage on the Mike Murphy radio show to promote the meet. Because of him and eleven other committee members that first meet was a great success with 211 participants from 7 states.

Ron continued for many years in support of the British Car Meet and the MGA Club. Recently I read a letter from the MGA Club that they are disbanding as of October 15th, 2014.

Condolences to Mary Anne Behm and family.

TR Restoration Complete (just in time)

By Ron Denning

We purchased our 1975 TR6 in October of 2006. Over the first six years of ownership we spiffed up the old girl with new bobbles and beads. But in June of 2012 the decision was made to do a full body off frame restoration. After more than two years as a "garage queen" the very last thing to do was to get the seats recovered and installed before the All British Car Show this year. The seats were installed and the TR was road tested the Friday before the show. With a few bugs left to work out, we made it to Zona Rosa hoping there would not be a gaggle of BRG TR6's there. Much to our surprise we were the only BRG among numerous beautiful TR6's of different colors. And all were looking good and standing tall for the show. A fun day for me and the TR.

I would like to thank the club and all the members who answered all my inquiries during the restoration.

The photos of the TR were taken Saturday before the show..... as she saw her first sunlight in over two years. Plus a picture of future wrenchers and TR owners, our twin grandsons.



See How Easy This Is?

Submitted by Steve Olson

Spitfire engine rebuild in 2 minutes. See how easy this is by viewing the video link below. MG Midget's used this same engine from 75 - 79. And all the British inline engines were of similar design.

<http://www.thisiscolossal.com/2012/06/11-months-3000-photographs-and-a-lot-of-coffee-rebuilding-the-engine-of-a-triumph-spitfire/>

Another Proud Owner

Submitted By John Sandlin



Well its still in the shop 3 months later. ...hope to have her back 9.16.14. Rebuilt the motor.

New Members Bio

By Lynn Fredericks and Sam Clemens

Sam and I are excited about getting our TR6 and look forward to the comradery of the KC Triumphs Club. We have been attending the show for the past few years at Zona Rosa and have enjoyed talking about your cars with many of you there. (I'm the car nut in the family.) We bought our car off e-Bay and it should be delivered between the 20th and the end of September. (Boy has shipping a car been an education!). It is a yellow 1976, represented as all original, no updates and only has 26,000 miles. It took me two years of serious shopping to find it, as I wanted a low mileage unrestored yellow '76, within my budget. We look forward to picking your brains for any advice on preserving and living with our little beauty.

Sam retired the end of 2012 after deciding not to seek a fourth term as the Ray County Sheriff and he works in security at Harrah's Casino to get out of the house a few hours a day and I am a nurse doing lung cancer research for a company based in Nottingham England. (I can work anywhere I have internet) Our "hobby" is doing search and rescue with our two female Redbone Coonhounds. (We met working a homicide looking for the bodies.) We split our time between Lake Waukomis and Harlingen Texas.

Back in the 60's my dad was in the Triumph club, and had a TR2 and about 4 TR3's, a Spitfire and a TR7. For my 16th birthday he restored a TR4 with a surrey top for me. (The second time I

blew the engine racing the boys it went away.) I have wanted a TR6 ever since the TR4 left, it just took me a while to get one! We are planning on going to the Lake Garnett Grand Prix in October and would love to caravan with any of you going. Looking forward to meeting ya'll!



Adjusting Rear Suspension Camber (SQUAT) On Your TR250 and TR6

By Ron Denning

Our 1975 TR-6 has always had the "TR Squat" as I call it since it was purchased in 2006. From the rear it looked like the trunk was full of lead ingots. When we finally decided to do a body off frame restoration, I wanted to replace all the front and rear suspension components that could affect alignment geometry.

So I replaced all bushings, hardware, bolts, nuts, new springs and spring packing's all around, etc. I gave the frame stability a good check and I even welded in new reinforcements for the differential mounts. Once the TR was back together....well the squat was still there. So, more research.

I consulted the "WEB" because everything on the web is true, right???? But, after reading through a lot of hoop-la, I came across an excellent article from Buckeye Triumphs www.buckeyetriumphs.org about adjusting rear suspension camber on your TR250 and TR6.

The article was very informative, and takes you through the whole diagnosis and remedy for the rear suspension camber issue. There is even a schedule of different arrangements of 1, 2, and 3 notch brackets and the suspension dimension outcome. Bottom line was the measurements I took were very close to the subject TR in the article. (Replace the inner and outer brackets with (3) notch brackets mounted with the notches up and new springs and poly spring packing's).

I ordered up the new (3) notch trailing arm mounting brackets and new poly spring packing's. Our '75 TR-6 already had serviceable three notch inner brackets, so I only replaced the outer brackets. The (continued next page)

whole rebuild process took only four and a half hours. The first side took two hours, and the second (after I knew how to do it) only took one hour. Plus an hour and a half to go to Victoria British for parts. The only thing that might lengthen the process is if you need to replace the inner brackets also. The other would be if you have to replace the swing arm bushings (which I would recommend), and or have difficulty with the bracket mounting bolts. Make sure you reinstall any shims between the brackets and the frame member when reassembling (lesson learned by talking with the neighbor while doing the reassembly).

The result placed our TR6 rear suspension camber within specs (-1 degree +/- 1/2 degree) and raised the rear fender heights to 28 inches. It drives like a dream and looks good from the rear.

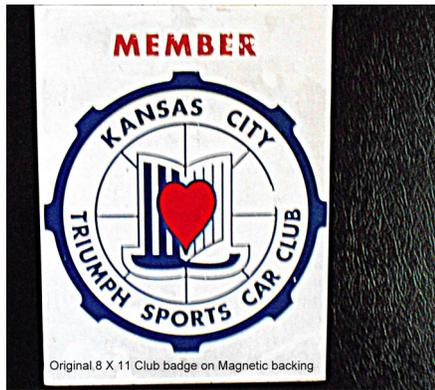
More about the First KC Triumph Club

By Paul McBride

Paul Sterbenz, a member of the first KCTR Club, attended our August Club Night Out at Birdie's Pub and donated to us artifacts from 1967-1969. I have included 5 photos of the many dash plaques and logos and results sheets.

It appears Paul was active for 2 or 3 years.

I have since met with Rick Torres, who joined in 1962, to shed more light on this short lived TR club. Rick believes the club began in the late 1950's and disbanded in the late 1960's. He remembers attending monthly meetings at a restaurant that no longer exists in the vicinity of 85th & State Line. It is clear from the rally and Gymkhana reports that by 1967 monthly club meet-



ings were held at the Raytown Federal Savings & Loan, Raytown, Mo.

CLASS A			CLASS D CONT'D.		
J. M. Doran	Corvette	1:11.633	R. Henry	TR 4A	1:16.631
D. Pearson	Corvette	1:13.885	R. Benafet	HMB	1:16.714
J. M. Doran	Corvette	1:15.856	R. Carline	TR 4	1:17.698
K. Moore	Corvette	1:17.364	D. Wheeler	TR 4A	1:18.062
P. Brady	S. Tiger	1:18.397	D. Wilson	TR 4	1:19.362
CLASS B			CLASS E		
W. G. Shepard	Datsun	1:16.334	A. Clark	TR 4	1:19.610
W. Gates	TR 3	1:17.725	J. Swope	TR 4A	1:20.000
W. Lindo	Alpine	1:18.933	R. Blakey	TR 4A	DNF
L. Smith	Porsche	1:19.539	CLASS F		
B. J. Jiff	Sunbeam	1:19.003	D. Hensen	Mini-Morris	1:18.994
D. Kibling	Sunbeam	1:19.076	Himi-500	1:19.768	
C. Foster	A. Healey	1:19.256	W. 1100	1:20.319	
D. Gillenwater	Volvo	1:19.631	CLASS G		
M. Quarella	Daimler	1:21.396	C. Dalzell	Corvaire	1:19.481
P. Bossert	TR 3	1:21.760	D. Carlson	Volvo	1:21.232
L. Torres	TR 3	1:24.215	H. Sheehan	Corvaire	1:21.127
L. Shealey	Volvo	1:25.060	T. Manning	Mustang	1:26.765
R. Gregor	Porsche	1:25.570	H. Mustang	Mustang	1:31.047
D. Foster	A. Healey	1:25.573	CLASS H		
T. Shealy	HGTD	DNF	*J. Phillips	Mustang	1:15.467
K. Tri-Mos	TR 3	DNF	D. Brodley	Mustang	1:15.835
CLASS C			D. Lohofener	Corvaire	1:16.450
*B. Farquhar	Midget	1:15.727	G. Stumpf	Mustang	1:22.360
*B. DeVolt	Sprite	1:16.762	P. Starbenz	Mustang	1:26.334
W. Langsdorf	Midget	1:19.736	CLASS I		
D. Sichen	Sprite	1:20.866	*R. Galtop	Corvaire	1:14.084
E. Johnson	A. Cooper S	1:21.155	C. Clark	Corvaire	1:14.857
R. Entriken	Sprite	1:22.267	J. Anderson	Corvaire	1:17.795
J. Van Aken	Sprite	1:22.820	D. Russell	Mustang	1:18.186
B. Madole	Sprite	1:23.453	H. Schock	Corvaire	1:19.202
M. Van Aken	Sprite	1:30.392	CLASS PERFORMANCE		
CLASS D			*F. Harrick	F. Vee	1:11.991
*C. Williams	TR 4	1:09.797	D. Howard	F. Vee	1:12.670
*D. Meador	TR 4	1:12.052	G. Porter	F. Vee	1:17.693
*D. Arnold	TR 4	1:15.745	CLASS NOVICE		
D. Swope	TR 4	1:16.519	*R. Curry	MG A	1:18.900
**Denotes First Overall			R. Godfrey	TR 4	1:21.221
*Denotes trophy winners			M. Blackburn	MG D	1:22.462
			A. Hamilton	Barracuda	1:29.846

You'll notice the above results include penalties of 2 seconds/100 ft rather than the usual 5 or 10. We feel that this amount of penalty is sufficient; yet, still gives a really good driver a chance to place. We would appreciate your comments on this method of scoring---call me at CL 4-6951.

Roger Hurst.

TROPHIES WILL BE PRESENTED AT THE REGULAR K.C. TRIUMPH MEETING MONDAY, MARCH 27TH, 7:30 p.m. AT RAYTOWN FEDERAL SAVINGS & LOAN, 63rd & RAYTOWN RD., RAYTOWN, MISSOURI

THANKS FOR ENTERING!!

KCTR 2/1967

The timed trial results were listed for each run in several classes and trophy winners declared. Cars participating included TR's, MG's, Alpine, Corvette, Mustang, Porsche, Corvaire, Volvo, Austin Healey, Mini, Daimler and even a Barracuda. As can be seen on the dash plaques several clubs besides KCTR were sponsors. The Heart of America Corvaire Owners Association (HACO), SCCA, Midwest Mustang Club, Group XXV, and HASCA.

KANSAS CITY TRIUMPH SPORTS CAR CLUB, Inc.					
MENCALF SOUTH KORNER KHANA					
CLASS "A"					
1. Terry Helman	Corvette	53.207	53.199e1		
2. Don Newland	Corvaire	53.838	53.838		
3. Dr. P. D. Beaulieu	Jaguar	59.405	59.799e1		
4. D. C. Parsons	Corvaire	1:05.739e2	58.260e1		
5. Bob Swift	Jaguar				
CLASS "B"					
1. Roy Moore	Datsun	56.544	53.201		
2. Jerry Cox	TR-3	56.749e2	57.206		
3. Mort Platt	Porsche	57.215e1	56.019		
4. J. E. Adams	Alpha	55.281e1	55.189		
5. Byron D. Newcomb	Alpha	1.07.113	57.543		
6. Cliff Witherspoon	Sunbeam	1.02.660	58.003		
7. Kurt Green	TR-3	1.01.433e1	59.23		
8. W. E. Dunn	MG	1.00.903	1.01.285		
9. Vince Reese	TR-3	56.052e2	51.392e1		
10. Tom Stages	TR-3	51.604e1	55.767e2		
11. Al Gotland	TR-3	1.08.711	55.492e1		
12. Mike Jones	Datsun		56.437e1		
13. Richard Schwartz	Fiat	1.06.694	1.03.000e2		
14. Russ Jones	TR-3	1.07.472e3	1.01.285e1		
15. R. S. Torres	TR-3	51.703e4	56.292e1		
CLASS "C"					
1. Bruce Hawkins	Spitfire	53.783	56.238e1		
2. Phil Davidson	Flat-Abarth	56.901	56.238e1		
3. Tony Jordan Jr.	Spitfire	56.278	56.238e1		
4. Marvin Wolf	Spitfire	56.472	56.087		
5. Mike Hayes	MG	56.846	56.312		
6. Tom Richardson	Fiat	56.128	57.021		
7. R. A. Mitchell	Sprite	1.00.297	57.532		
CLASS "D"					
1. Paul Robinson	Porsche	50.618e1	51.722		
2. Paul Sterbenz	TR-4A	52.721	52.223		
3. B. Alexander	Porsche	54.227	1.00.457		
4. David Tracik	GP-6	1.01.019	56.067		
5. John Snowden	HMB	56.282	1.00.711		
6. James K. West	Datsun	59.611	1.00.487		
7. Tom Winston	Sunbeam Tiger	53.239e1	DNF		
8. Bruce Waugh	Sunbeam Tiger	54.8061	58.504e3		
9. Mark Stevenson	TR-4A	1.00.708e1	1.03.637e1		
CLASS "E"					
1. Harry Clark	Mini	49.479	DNF		
2. Michael G. Boibler	AG-VW	52.185	51.528		
3. Ben Zavala Jr.	Opel	55.690	51.472		
4. Tim Mills	VW	55.714e3	51.405		
5. Jerry Westhoff	MG	56.639e1	50.912		
6. Scott Hallack	VW	1.10.961	55.476		
7. Larry Gordon	Anglia	58.152	57.783		
8. Mike Zavala	Opel	59.703	56.387e1		
9. J. L. Henderson	MG	1.05.621	1.07.116		

Metcalf South Korner Khana 8/1968

A few listed participants are familiar to me: Rick Torres, Liril Holt, Charlie Williams, Dick Carlson, and Roger Hurst. Rick Torres is the only person who became a charter member of our Kansas City Triumph Sports Car Club in 1978. Many thanks to Paul Sterbenz for his donation to the history of Triumphs motorcars in KC.

WHAT DO YOU KNOW ABOUT KANSAS CITY TRIUMPHS?

Submitted by Jack Edwards

This is a short quiz of your Kansas City Triumph Club Knowledge. The more we know of our past, the more we can look to the future.

1. How many Club Nights out are scheduled in a year?
2. What day of the month are Club Nights Out held?
3. Where has KC Triumphs met the longest time in the last 15 years?
4. Why should you be a member of The Vintage Triumph Register?
5. What do you receive from VTR Membership?
6. How can you sponsor an event?
7. How can you become an officer of KC Triumphs?
8. What happens to the money held by the group treasury if the group disbands?
9. How many events do we try to schedule per year?
10. What is required to vote at the Planning Meeting?
11. What State residence is required for membership?
12. Where is your KC Triumphs License Frame?
13. What are the age requirements for Membership?
14. What state is the group incorporated in?
15. Who maintains our corporation yearly renewal?

Answers can be found on page 11.

Why No TR-5 PIs In The U.S.?

Submitted by Craig Simon

I've been communicating with Roger Ferris over in the UK. He is head of Triumph registry for all 250's and 5's in Europe. He has helped me out on my 5. He is my go to guy when it comes to where and how my TR was assembled (No, there was no fan shroud). Here is Roger's take on why Petrol Injection was not sent to the U.S.

"I've long held a belief that it was a combination of factors that prevented the 5PI from being marketed in the US; talking with Harry Webster some years ago seems to confirm these. But why the 'blame' was just placed against Lucas and the emissions issue, I don't know.

Basically the PI system was expensive and (for the period) complicated; it added quite a lot to the cost of each car and even the 250 as it ended up having to be sold for more than the outgoing 4A. If the cost of the PI had been added then BL believed US sales would suffer dramatically. Also, anyone who was involved in 250's back then knows how 'strict' everything was with the requirement for how long a car must stay in tune and with tamper proof screws and instructions 'not to tamper'.

Triumph had quickly established their Sales dealers in the 1950's, but often they were just 'Imported car' dealers; and there was a great concern as to whether the PI system would ever receive correct (and economical) servicing and repair. Even over here it proved a bit of disaster for quite a few years, with many people finding it anything but 'reliable'.

The PI system was developed in the Lucas aerospace division, but in order to get costs down, production was simplified and moved to the automotive section; bringing a simplified metering unit, a 'cheapened' Pump and reduced assembly costs.

Another problem is/was altitude; setting the 5 up for most Countries was not an issue (especially given the small numbers we are talking about). In Europe technical support could be pretty strong and people who (continued next page)



Michael Howell, 1978 Spitfire

Lynn Fredericks & Sam Clemons, 1976 TR-6

experienced altitude problems could be handled on pretty much a one on one basis, with a car being set up to an owners usual driving needs. That would have been a problem in the US. The high altitude (Green top) metering unit didn't come until later in the life of the 6.

But whilst it was not introduced initially in the US I believe the plan was that it would be, once production volumes had ramped up, unit costs had fallen and reliability had been established. Over here, Lucas was working with various other car manufacturers trying to persuade them to adopt their system (in both 4 and 6-cylinder variants) which is what they needed in order to meet those goals.

To me even the model name TR250 implies they thought the 6PI would be released world-wide. If not, then after the TR250 name. What did they think they were going to call the next model? We ended up with TR6PI and TR6carb and that after they would not accept the TR5 model name in the US if it wasn't to be fuel injected."

WEDGE WORDS

By Steve Olson

Once you first deviate from stock there is a steep and very slippery slope of modification. And I have been sliding down that slope with our TR8. Nearly 25 years ago when I bought it as a one owner, 30K mile car the plan was to get it running, clean it up, and sell it for a big profit. Like most plans, that hasn't happened. Of course I had been keeping the car as original as possible since that is where the big resale money is. Once I had the car painted and replaced tires and top and resolved all the mechanical issues I had invested as much if not a bit more than the car would sell for. And we liked it so we just kept it.

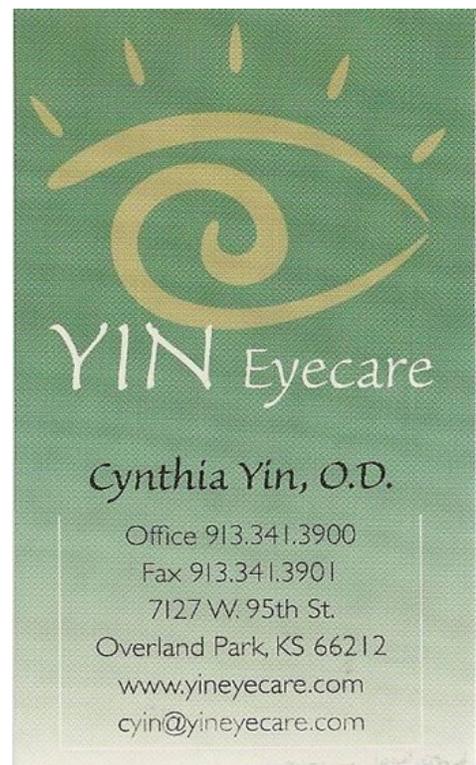
Over the years I had replaced most of the exhaust system one bit at a time as the tin worm ate bits of it away. And last year it was time to swap out more pieces. But then I discovered that some parts are no longer available anywhere. So I bit the bullet and ordered a complete stainless system and decided to not try to find catalytic converters. The sound is music to my ears. But many of the emission control devices that added complexity to the engine bay were there mainly to protect the converters. The smog air pump injects fresh air into the exhaust ports to keep the converters from being overcome by too much unburned fuel. Even the exhaust gas recirculation system mainly just recycles some exhaust gas into the combustion chamber to cool things down when decelerating, partly to reduce the load on the cats. Since my smog pump had been noisy for quite a while and was getting louder I decided it was time to retire it.

Removing excess plumbing should be easy right? Well some of those fittings aren't easily reachable with any wrench known to man and none of the bolts wanted to come loose after well over 100K miles. And once finally jolted free they

left openings in the engine that needed to be plugged. Several trips to the hardware store later I had all those orifices suitably filled and only needed to put back all the things I had removed to gain access to the plumbing. And part of that pile of parts were the carbs.

I felt the need to at least remove the choke assemblies and clean them and why wouldn't I take this rare opportunity to easily remove the float bowls and clean any gunk from the bottoms of them. And with the bowls off I checked the float levels and did some slight adjustments there. So now the mixture adjustment and synchronization that had been near perfect was out the window. I set those up as best I could guess and remounted the carbs. To my great amazement the engine sprang to life as soon as I twisted the key. Then a minute later it lived up to my expectations and loaded up and died. After several attempts I now have the carbs adjusted again and the chokes backed off completely. I can mess with those when the weather turns cold.

I can't see that the car runs a bit better minus the extra plumbing but the engine bay looks less cluttered. And I did box up all the emission parts I removed in case I ever sell to someone that wants to revert back to factory original. My next move down that slippery slope will be replacing the seat upholstery. Matching fabric is no longer available so the seats won't be stock either. Oh well!





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Calendar of Events

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Contact</u>	<u>Location</u>	<u>Details</u>
10/2/14	Club Night Out	6:30 PM		Birdies	
10/4/14	Movie Under the Stars	6:00 PM	Amy Taylor	Darren & Amy Taylor's House	25817 W 69th Ter., Shawnee, KS 66226
10/11/14	Garnett Driving Event		CB Harris	Garnett, KS	www.lggpr.org
10/25/14	Annual Chili Supper	TBD	Woody Underwood	Woody's House	1218 W 61st Street, KCMO 64113
10/30/14	Board Meeting	6:00 PM		Birdies	Any & all members welcome
11/6/14	Club Night Out	6:30 PM		Birdies	
11/19/14	Board Meeting	6:00 PM		Birdies	Shifted do to Thanksgiving. Any and All members welcome
11/25/14	Harvesters	6:00 PM	Jack Edwards	Harvesters	Volunteer work night
12/3/14	Club Night Out/ Annual Banquet	6:30 PM	Amy Taylor	Nick & Jake's on the Plaza	Christmas & Winter Banquet

WHAT YOU KNOWANSWERS

1. 11
2. First Thursday
3. Birdies
4. To support the group, VTR provides our insurance
5. Bi-Monthly Magazine, VTR sponsored events, Emergency road assistance
6. Volunteer
7. Volunteer
8. Goes to a charity of the groups choice
9. 12/year
10. Paid membership
11. Hopefully on your Triumph
12. None
13. None
14. Kansas
15. Secretary/Treasurer

Christmas/Winter Banquet

Save the date of Wednesday December 3rd. Our annual Christmas/Winter Banquet will be at Nick & Jake's on the Plaza. More details to follow via email.

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Kansas City Triumphs Sports Car Club
Treasury Report
01/01/14 to 8/27/14

	<u>Year To Date</u>	<u>Current Month</u>	<u>Notes</u>
COMMERCE CHECKING BALANCE 01/01/14:	\$3,860.29		
INCOME			
Advertising	\$0.00	\$ -	
Banquet, Current Year	-	-	
Banquet, Prior Year	-	-	
Membership Dues, New	150.00	-	
Membership Dues, Renewal	840.00	-	
VTR Proceeds	6541.37	-	
Other Inc., Donations	48.50	20.00	(1)
Other Inc., License Plate Frames	4.00	-	
Other Inc., Raffels for Charity Donations	90.50	20.00	(2)
Other Inc., Raffels for Regional VTR Seed Mon	138.00	-	
TOTAL INCOME	<u>\$7,812.37</u>	<u>\$40.00</u>	
EXPENSES			
2014 Regional VTR Seed Money to VTR Comm \$	138.00	\$ -	
Administrative	473.93	-	
Banquet Expenses, Current Year	-	-	
Banquet Expenses, Prior Year	-	-	
Charity	6,500.00	-	
Entertainment	206.43	-	
Gifts, Awards	-	-	
Gifts, Misc	100.00	-	
Gifts, Name Tags	119.61	43.50	(3)
Insurance	200.00	-	
Misc.	-	-	
Registration, Kansas State	60.00	-	
Reimbursable	-	-	
Website	-	-	
TOTAL EXPENSES	<u>7,797.97</u>	<u>43.50</u>	
INCOME - EXPENSES:	14.40	<u>(\$3.50)</u>	
COMMERCE CHECKING BALANCE AS OF 8/27/14:	3,834.69		
CASH BOX	<u>75.00</u>		
TOTAL KC TRIUMPHS CLUB TREASURY AS OF 8/27/14:	<u><u>3,909.69</u></u>		

Current month notes:

- (1) Ed Blend donation of his 50/50 winnings.
- (2) Club's share of 50/50 Raffel
- (3) 4 Name tags

Note: Cash box balance increased to \$75 to make change at All British.

Kansas City Triumphs Sports Car Club
Treasury Report
01/01/14 to 9/24/14

	<u>Year To Date</u>	<u>Current Month</u>	<u>Notes</u>
COMMERCE CHECKING BALANCE 01/01/14:	\$3,860.29		
INCOME			
Advertising	\$110.00	\$ 110.00	
Banquet, Current Year	-	-	
Banquet, Prior Year	-	-	
Membership Dues, New	210.00	60.00	(1)
Membership Dues, Renewal	1,685.00	845.00	(5)
VTR Proceeds	6541.37	-	
Other Inc., Donations	48.50		
Other Inc., License Plate Frames	4.00		
Other Inc., Raffles for Charity Donations	131.50	41.00	(2)
Other Inc., Raffles for Regional VTR Seed Money	138.00		
TOTAL INCOME	<u>\$8,868.37</u>	<u>\$1,056.00</u>	
EXPENSES			
2014 Regional VTR Seed Money to VTR Comm	\$ 138.00	\$ -	
Administrative	505.18	31.25	(6)
Banquet Expenses, Current Year	-	-	
Banquet Expenses, Prior Year	-	-	
Charity	6,500.00	-	
Entertainment	394.55	188.12	(4)
Gifts, Awards	-	-	
Gifts, Misc	100.00	-	
Gifts, Name Tags	163.10	43.49	(3)
Insurance	200.00		
Misc.	-		
Registration, Kansas State	80.00	20.00	
Reimbursable	-		
Website	-	-	
TOTAL EXPENSES	<u>8,080.83</u>	<u>282.86</u>	
INCOME - EXPENSES:	787.54	<u>\$773.14</u>	
COMMERCE CHECKING BALANCE AS OF 9/24/14:	4,647.83		
CASH BOX	<u>35.00</u>		
TOTAL KC TRIUMPHS CLUB TREASURY AS OF 9/24/14:	<u>4,682.83</u>		

Current month notes:

- (1) Howell, Fredericks
- (2) Club's share of 50/50 Raffle
- (3) 4 Name tags
- (4) Overton's picnic
- (5) 28 renewals plus \$5 for newsletter mailing
- (6) Envelopes \$19.47, Postage to mail name tags \$4.64

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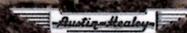


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MEMBERSHIP RENEWAL NOTICE

If you have not yet renewed your membership in the Kanas City Triumphs Sports Car Club, we hope that you will consider renewing. Annual dues are \$30 (\$35 if you would like to have the Club newsletter sent to you by USPS rather than email) and covers the period form October 1, 2014 through September 30, 2015.

The benefits of membership include:

- A 10% Club member discount on parts at Victoria British.
- Receiving the Club newsletter, *TR Times*, six times per year.
- Receiving a membership card and being listed in and receiving the Club Membership Roster.
- Receiving email reminders and participating in monthly Club Night Out meetings on the first Thursday of each month at Birdies Pub & Grill, 8889 W. 75th Street, Overland Park, KS 66204.
- Receiving evite invitations and participating in other Club events held throughout the year, including tune-up days, picnics, the holiday dinner, dinner parties, driving events and other events.
- Enjoying the comradery of other Club members and the social and networking aspects of membership.
- Taping into the collective extensive technical knowledge, advice and assistance of the other Club members.
- Receiving notification of car shows and other events of interest to Triumph owners that are not organized by the Club.

If your past membership has not been beneficial, please tell us how we can make our Club more responsive to your needs. Otherwise, please help support our club and renew today by completing your contact information below and sending it along with your check payable to Kansas City Triumphs to the address below.

We look forward to hearing from you and seeing you at Club events!

=====

Yes, please renew my membership and send me a new membership card. Enclosed is my check for \$30 payable to Kansas City Triumphs.

Please send my newsletter by USPS rather than email. Add \$5.00.

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Spouse _____

Phone _____ Car Information
Year Model VIN / Commission #

E-Mail _____

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