



Kansas City Triumphs Sports Car Club



Volume 31 Number 1

Club Officers 2008/2009

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

<http://kansascitytriumphs.com/>

Director's Drippings

Jack Edwards



They say time passes really quickly when you get old, I must really be OLD as fast as it has been going. When you read this we will have started the New Year, and we will all be getting used to writing 2009 instead of 2008. December was really busy as we got ready for the Banquet and then the changes in the New Year.

Last year I asked you to let me know how you would grade the progress we were making with the club. I'm asking the same this year and I hope to hear from all of you, not just the usual ones!! We made a lot of changes last year, some you probably knew nothing about. Martha was busy helping write a new program for the secretary-treasurer (at no cost to us!), and it is doing a good job for us. Bob Aguilar will let us know in the next few months what he thinks as he takes over for Martha. Woody resigned several times but hung in until the end of the year, and even got a plaque for it. Chip has been busy stepping into Woody's shoes and developing an electronic news letter. If we don't have your latest e mail address I guess you aren't reading this. Now it is more important than ever to have your correct address.

We had a great turn out for the banquet, 57. We broke even and raised almost \$600.00 for Harvesters'. I know I said \$680.00 before excuse me I was off about a hundred dollars. That is one problem with e mail & me I don't take the time to edit what I have written. We will be scheduling another work night at Harvesters', probably in March and November again. John Maas and I talked about having a picnic in May for his class and give them rides in our cars, what do you think? Think of some more things to do, the planning meeting is February 7, 2009 at Steve & Sandy Boyse'. We will send more details later.

We need to thank our vendors and members for their generous donations to the silent auction. Victoria British; Moss Motors; The Roadster Factory; VTR; Gary Huth/State Farm Ins; Don & Debbie Boyko; Laura Kercher/AAA Travel; Hemming Exotic & Sports Cars; Foreign Car Enterprise; Gary Davis; Paul McBride; Steve Boyse and especially Rick & Janine Haley/Haley Motor Sports. I hope I haven't missed anyone, Thank You All again and I am sure Harvesters' thanks you.

We all missed Jeff & Micki Givens at the Banquet, and send our prayers for Micki's improved health. Jeff has offered his business for our spring tune-up again, and says we would be greeted with open arms for another fly in.

If you know any students who are interested in Triumphs bring them to Club Night Out. If they want to join us we will give them free membership until they graduate. Any other way you can think of we will try to get some young blood to keep us going.

Let us know what you think of the new format, and remember Chip needs articles from all of us!!

Jack

Editor's Notes

Chip Kigar

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

First of all, a thank you to everyone who sent material to me for the newsletter. If you want something to appear in the newsletter, e-mail me at ckigar@hexnut.us. I will send an acknowledgement for every submission; I have discovered that e-mail is not always 100% reliable. If you do not get an acknowledgement, call me! Note that my address is .US, not.COM

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

Woody's last newsletter was the December/ January edition so I am jumping the gun by a month with this edition. As your new editor, I thought there was just too much news to wait.

Finally, I do want to thank Woody for all of his folding-stapling-stamping-labeling effort.

Chip



Don't Forget the Next Club Night Out on February 5th at Birdies!



The planning meeting is February 7, 2009 at Steve & Sandy Boyse', Look for an e-mail with more details!

Giovanni Michelotti Named to European Automotive Hall of Fame

Chip Kigar

Giovanni Michelotti is slated to be inducted into the European Automotive Hall of Fame at the upcoming Geneva Motor Show

Started in 2001 the European Automotive Hall of Fame is a non-commercial, not-for-profit initiative of Automotive News Europe in association with the show.



Giovanni Michelotti (1921-1980) was one of the most prolific designers of sports cars in the 20th century. He was also responsible for a number of saloon cars and truck cabs. From the late 1950s he was responsible for all new models produced by Standard Triumph, starting with a facelift of the Standard Vanguard and going on to design models for Triumph such as the Herald,

Spitfire, GT6, TR4, 2000, 1300, Stag, and Dolomite. He also created a number of prototypes which did not go into production, such as the Fury. The only Triumphs after 1960 that were not his work were the TR6 and the TR7, plus the Honda-based Acclaim. Born in Turin, Italy, Michelotti worked for a number of design houses, notably Vignale, before opening his own design studio in Italy.

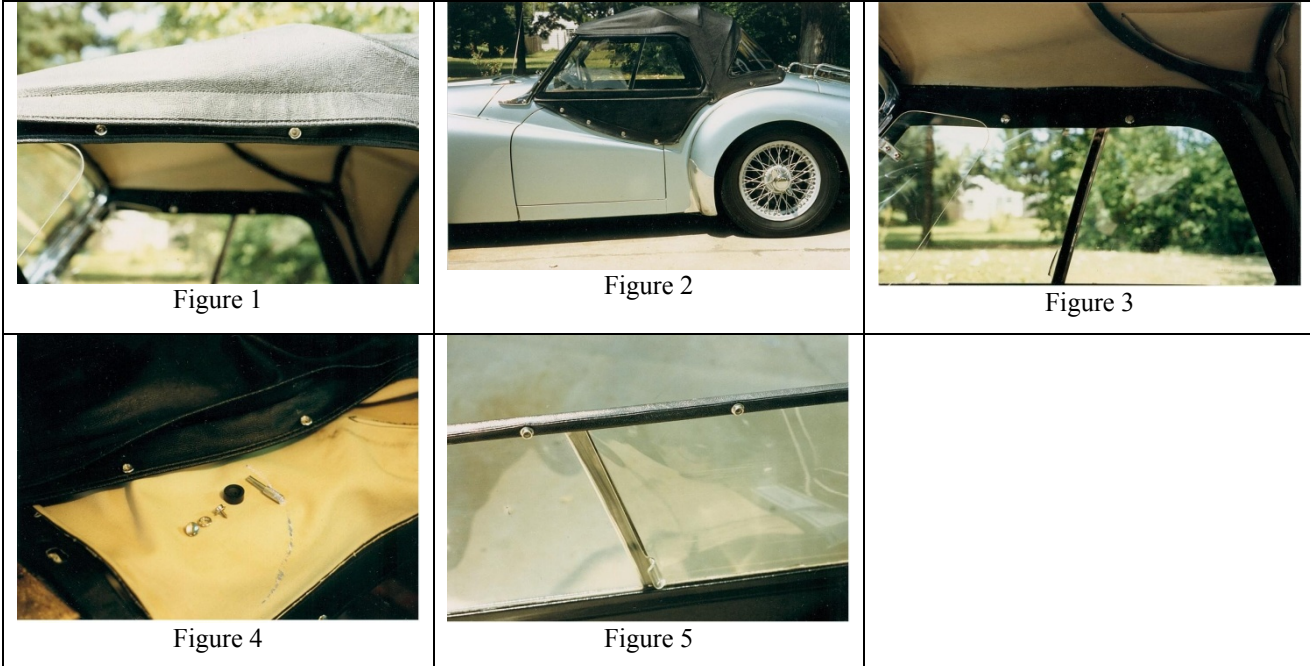
Other inductees this year include Werner Breitschwerdt chief engineer and later CEO of Mercedes, Hub van Doorne who designed the first continuously variable transmission for a car and Ferruccio Lamborghini who created his own company to take on Ferrari.



Michelotti 'M' from the hood latch on a Spitfire. Looks fast, doesn't it?

Tech Tip: For The Sidescreen Tr'S

Paul McBride



Many of you have inquired about the modification I made to the top and side curtains of my TR3 to stop the top billowing out from the curtains at high speed. The original top, which I still had in the early 70's, did not have this problem...Perhaps because of a better seal design over the weather-strip on top of the windscreen. What follows is a "how to" with photos.

You will need a snap fastener kit. I used the GENERAL kit #1265 and the refill kit #1268 that I found at ACE hardware. Kit #1265 will supply the anvil, flaring tool, button tubes and sockets. Kit #1268 will supply the short screwed studs. (See fig. 1) You'll be out \$10 to \$12.

Start by mounting the screwed Studs on the side curtains. I spaced two of them 8 inches apart and equal distant (front to back) on each curtain. (See fig. 2) Drill a 7/64" hole through the inner channel of the curtain. It will be necessary to shorten the screw (grind or cut) about 1/8th inch to keep it from interfering with the sliding window. The studs have a Phillips head on the screw so tighten them securely.

Now with the top up we can mark the positions for the Snaps. Remove the top and punch two 5/32nd holes on the inner flap that abuts the side curtain as per your markings. Insert a button tube through the material and a socket on the other side and with the anvil and flaring tool you will tap the snap together, much like a rivet. Make sure the snaps are

facing out towards the side curtains. (See fig. 3) Good instructions for this procedure come with the kit.

With the top and curtains reinstalled you can now "snap up" and head for the 100mph-test run! (Fig.'s 4&5) Next issue I'll report on the installation of Delrin bush center tie rod pivot pins that replace the Silent-bloc Triumph bushings.

Put a Triumph in Your Day.



The planning meeting is February 7, 2009 at Steve & Sandy Boyse'. Look for an e-mail with more details!

What Is a Trunnion? A Fish?

By Tim Engel <tengel@isd.net>

Q: Can someone describe the idea behind the triumph based front suspension lower trunnions used on Europas? Why not just a ball joint

A: Trunnions are low-tech alternatives to ball joints. They are older than dirt and go back to the days when machining was done on far simpler equipment. It was much easier and cheaper to bore a couple of holes in a brass casting than to precision grind matching spherical radii in a hardened steel ball and socket and stake them together.



A similar low-tech approach is the king-pin arrangement (as used on MG's). It has all the technology of a door hinge. The suspension upright is aligned vertically (actually at a slight incline or king-pin inclination angle) and a hinge pin slipped in place. At the bottom of the pin was a steel

boss that was cross drilled fore and aft to accept a bolt for the outer control arm pivot... very much like a trunnion. At the top of the king-pin, another cross-drilled boss could be bolted on, or a trunnion, or go crazy and use a ball joint.

So why did a leading edge sportscar like Lotus use trunnions? Chapman was masterful at using found parts... Parts Bin Engineering. Way back when, the Standard-Triumph suspension bits were readily available to the English motor industry, they were relatively light, they had the "right" geometry and they were widely used in early racing cars and specials. Yes, they used trunnions, but they worked effectively, so why NOT use them.

Back in 1972, when the Elite/Eclat were penned, Triumph was still a current English car manufacturer and Lotus continued to rely on the same suspension bits. 25 years after the fact, you might question the wisdom of the decision to keep trunnions in a new design (the Elite), but that's what they did. Lotus was going through a very dangerous time for them. They were just barely keeping the wolves away from the door, regulations were forcing them to abandon production of all current designs, they had just taken on the design of their own proprietary engine concurrent with the design of a new, more complex up-market car, and they'd

cut the work force by more than half. They were meeting themselves coming and going. I think that if something worked, they didn't bother to re-invent it. They had enough to do. And lord knows that Lotus's suspension had never come under too much criticism. Once the car was designed that way, it was not likely to be changed unless something was very wrong. Lotus at it's biggest was a small, low-volume company. Fixing what wasn't broke just wasn't in the budget.

Lotus' first attempt at getting away from trunnions was the S1/S2 Esprit where the front suspension bits all came from the Opel Ascona complete with ball joints. That suspension never really worked as well as was hoped, and the Turbo/S3 chassis was re-designed to a suspension based closely on the then current Elite/Eclat design. Complete with trunnions. It wasn't until the 1985 model year that the trunnion finally was designed out, replaced by a ball joint. This happen at the time of a redesign that eliminated the front anti-roll bar's function as part of the lower a-arm. A new proper a-arm with a ball joint was introduced along with a separate anti-roll bar.

The only significant disadvantage to trunnions is that you only have two degrees of freedom... two pivot axis. There is no back and forth freedom for changing castor. What ever is built in is what you must live with. But that was okay with Colin Chapman. He intentionally made the suspension non-adjustable so that un-informed shade tree mechanics couldn't screw it up. I don't remember the exact quote, but he said something to the effect of, "See how much damage an idiot armed with a screwdriver can do to a set of Webers in just a few minutes. Why turn him loose on the suspension?" ...

Editor's Note: I looked up 'trunnion' in Wikipedia a while ago and found this (emphasis mine):

*In older cars, especially those by the [Triumph Motor Company](#), the trunnion is part of the suspension and either allows free movement of the rear wheel hub in relation to the chassis or allows the front wheel hub to rotate with the steering. **On many cars the trunnion is machined from a brass or bronze casting and is prone to failure.***

Harvesters

Jack Edwards

On November 25, 12 of us gathered at Harvesters to help them prepare Thanksgiving boxes for the elderly. They must really be old to qualify, because most of us aren't spring chickens anymore. Each box was packed with: a large box of cereal, a large can of orange juice, a large can of apple juice, a can each of spinach, corn, peas and beets, peanut butter, apple sauce, apricots, 3 cans of condensed milk, 2 cans of chicken, a package of farina, 2 bags of macaroni and a large bag of dried milk, a sheet on how to eat well on a low budget.

We worked with a group called the Kansas City Volunteers. They sign up to work on various community projects. They sign up on a web site and it sounds like a great bunch of people participate. They do quite a lot for Harvesters. We all just drifted to where we were needed on the assembly line. Larry Birks assembled boxes, Gary Davis loaded the empty boxes onto the line, Roger Elliott opened juice cases and disposed of empty boxes, Dan Kercher added peanut butter to the boxes, Laurie added the box of cereal, Pat Fisher added the apple sauce, Linda Berks added the corn & peas, Carol Olson added 2 cans of chicken, Laraine Edwards added orange juice, Jack Edwards added a can of carrots, stocked and opened cases of corn and did quality control to make sure we hadn't missed anything or as Gary said, "read labels and made sure things were in the right place and looked nice," Steve and Chip closed the boxes, taped them and stacked them on pallets. Ninety six per pallet, Harvesters goal for us was 17 pallets. I don't know for sure how many we did, but we had to stop 2 or 3 times and wait for them to move the full pallets out of the way. We accomplished a lot in 2 hours.

I think all of us went home with a smile on our faces even though our feet, backs and muscles were sore. Being just before and going for Thanksgiving makes it feel a little better than last time. I hope we can continue this event each year until maybe some of us are old enough to qualify for a box ourselves. I hope that none of us need to have the boxes given to us though.

Our silent auction proceeds from the banquet are going to Harvesters. They are sending a speaker to the banquet to speak to us. I think it will amaze you how much they can do with each dollar donated.

I hope more of the group can participate next time, and join us as the smiling, sore and grateful!



Museum Of American Speed Old Retired Farts Trip

Jack Edwards



December 12, 2008 was the big day for 5 old, gray and mostly overweight retirees and one youngster playing hooky to head North to Lincoln, Nebraska. It was early and cold when we all met at Steve Olson's. We piled into the van anxious to get started on our adventure. This is a mixed group of Triumph and MGA Club members. We were headed to the Smith Collection Museum of American Speed. Steve had been there 2 weeks before and had lured us with his tales of what he had seen. You have to be there at 2:00 pm when they open the doors or you don't get in.

We made it in fine time and were waiting for the doors to be opened.

The sign and tour guide told us it was a 2 hour tour, with all our questions and comments it took a little over 3 hours. It was no wonder Steve was ready to go back, there is no way you can see everything in one tour. The museum is on three floors with probably 10,000 sq. feet on each floor. They have a lot more than just cars. One of the largest collections of racing engines in the world; the largest collection of monkey wrenches; all types of race cars; peddle cars; lunch boxes; overhead cam conversion heads and much more.

Our guide was very knowledgeable and could answer all our questions. He didn't rush us through at all and made the tour much more enjoyable. Bill Smith had been a racer and had

started Speedway Motors in 1952. He had collected all the items over the years and continues to add things to the collection. I know most of us have collected a lot of memorabilia, but nothing compared to Bill Smith, his wife must be a jewel.

This would make a great road trip. They will open on Saturday for a group like ours and give us a group discount. Lincoln is about a 3 hr trip on the interstate and we could come back some great back roads. We should make it a joint trip with our MG friends. If you want to know more ask Richard Woody, Steve or I.

Our next retiree's adventure will be the Kansas City Auto Show. Join us for the fun, food and fellowship.

Jack



Something from my e-mail spam folder !- Chip



The planning meeting is February 7, 2009 at Steve & Sandy Boyse', Look for an e-mail with more details!

TRIUMPH TRIVIA

Here are the questions from the 30th anniversary Triva Contest (Answers next page)

1. Who was the founder of Triumph?
2. The TR6 was first produced in what year?
3. The best selling Triumph Model of all times was the?
4. What is the "Prince of Darkness"?
5. Name the first fuel injected Triumph?
6. How many road wheels were used on the first Triumph?
7. What other popular sports car used the Spitfire Engine?
8. Only one Triumph Model has been accepted into membership by the Classic Car Club of America. Can you Name it?
9. The factory code name for the Spitfire was?
10. Standard-Triumph introduced a new roadster in 1950, only 3 were produced. What was it called?
11. What was the name of the famous Triumph single seater?
12. How Many spokes are there in a STAG wire wheel?
13. Name the year of the first Triumph Motor Car?
14. The popular phrase "Trusty Triumph" referred to what Triumph?
15. Where does one normally find a SPANNER?
16. The first Triumph V8 engine propelled what model?
17. The last Triumph V8 engine was designed by?
18. Name a famous actor who raced Triumphs?
19. What Triumph first used Rack & Pinion Steering?
20. What Triumph model was unkindly referred to in England as the "Hairdressers" car?
21. What is the English term for "DEFROSTER"?
22. Name the only Triumph production model that was supercharged by the factory?
23. The early English name for 'CHOKE' was?
24. The last Standard Motorcar (of STANDARD-TRIUMPH) was made in what year?
25. Name a world champion driver who raced TRIUMPHS?
26. Name ANOTHER world champion driver who raced TRIUMPHS?
27. What model did the code name "WASP" refer to?
28. The Triumph Motorcar Co. went bankrupt in 1939 and was purchased by?
29. ...who in turn sold The Triumph Name and Minimal Assets to In 1945?
30. The English term for "DIMMER SWITCH" is?
31. Which TR Model was the first to have Vacuum Assisted Brakes?
32. During 1971 the TR6 was fitted with a stronger and different ratio gearbox from what Triumph Model?
33. A SURVIVOR OF THE 1ST HANDBUILT British Car to use Triumph running Gear is being vintage raced today This 1933 motorcar's name is?
34. TR6 production ended in July of what year?
35. What well known European Car Company was the largest customer ever for Triumph built engines?
36. The TR7 was introduced in January of what year?
37. What type of final drive was used on the first Triumph Vehicle?

TRIUMPH MODEL EQUIVALENTS

38. AIRPLANE?
39. SHIP?
40. ANIMAL?
41. CONSTELLATION?
42. MOUNTAIN RANGE?
43. SPEED?
44. INSECT?
45. What was the nick name for the Triumph Twin Cam Engine? Why was it called this?
46. Triumph was the first manufacturer to use what important safety feature on standard production cars?
47. What car featured a supercharged 8 cylinder engine?
48. Name the 2 still active members who started Kansas City Triumphs Sports Car Club?
49. At what event did the founders meet?

Project: MG Warrior



As part of our January meeting, we were introduced to Project MG Warrior. This project is being sponsored by several KC area sports cars clubs, and centers of the restoration of yet another LBC, this time for a KC area US Army soldier now in Iraq for the 4th time. The big difference is... he doesn't

know it's being done!

The project has been going on for some months, and has included members of the KC Triumph Club who were sworn to secrecy.

We learned the engine and transmission work is complete, and the car will soon be removed from the owner's garage, the engine returned to the car, then dash, upholstery, running gear and other items finished before his return in July. Members donated \$185 on the spot, and pledged even more.

The car will be on display at the Heartland MG Regional Car Show, June 5-6th and all members are encouraged to stop by and add their personal comments and good wishes on the super sized "Welcome Home" card which will also be with the car.

The Project MG Warrior Team asks only that you help us by not discussing the project or releasing info to the general media... to help ensure it's a big surprise at the proper time

Trivia Answers

- | | |
|--------------------------------|---|
| 1. Siegfried Bettman | 35. Saab |
| 2. 1969 | 36. 1975 |
| 3. Herald | 37. Chain & Sprocket |
| 4. Lucas Electrics | 38. Spitfire |
| 5. Tr5 | 39. Mayflower, Herald, Vanguard, Renown |
| 6. 2 | 40. Stag |
| 7. Mg Midget | 41. Southern Cross |
| 8. Triumph Gloria Six (35- 37) | 42. Dolomite |
| 9. Bomb | 43. Vitesse (Veetess) |
| 10. Trx | 44. Knat, Scorpion |
| 11. Bicycle | 45. Sabrina – Twin Humps |
| 12. 72 | 46. Disc Brakes |
| 13. 1923 | 47. Dolomite |
| 14. Ww1 Motorcycle | 48. Paul McBride & Gary Davis |
| 15. Trunk (Boot)-Tool Kit | 49. 1978 Vtr (Indianapolis) |
| 16. Stag | |
| 17. Gm (Buick-Olds) | |
| 18. Paul Newman | |
| 19. Herald | |
| 20. Tr7 | |
| 21. De-Mister | |
| 22. 1930 Superseven Sports | |
| 23. Strangler | |
| 24. 1963 | |
| 25. Phil Hill | |
| 26. Jim Clark | |
| 27. Tr5 | |
| 28. ? | |
| 29. ? | |
| 30. Anti-Dazzle (Dip Switch) | |
| 31. Tr250 Or Tr5 | |
| 32. Stag | |
| 33. Vale | |
| 34. 1976 | |

Thank You – Thank You!!

Kansas City Triumphs want to thank all our friends, members and especially all our suppliers for their generous donations for the silent auction at our 30th Anniversary Banquet. With your help almost \$600 for Harvesters' was raised.

Victoria British • Vtr • Hemmings Sports & Exotic Cars Magazine
 The Roadster Factory • Moss Motors • Gary Huth State Farm Ins
 Laura Kercher Aaa Travel • Haley Motor Sports • Foreign Car Enterprise
 Don & Debbie Boyko • Paul McBride • Gary Davis
 Steve & Sandy Boyse • Larry & Linda Birks

Without the help of the banquet committee the banquet would never have happened:

Ed & Irene Blend • Larry & Linda Birks • Gary Davis
 Paul & Margaret McBride • Richard & Ann Woody • Cynthia Yin
 John & Nancy Maas • Steve & Sandy Boyse • Jack & Laraine Edwards

30th Anniversary Party



Cynthia Yin and Ed & Irene Blend



David (left) and Paul McBride



Bob & Marilyn McBean



Devil Ray



Jack and the Harvester's Representative





Jack and Rick



John and Jack



Jack, Rick & Janine



Jack, Guthry and his "Playmate"



Gary Dave, Jack and Paul and the presentation of the 30 year plaques.



DO YOU LIKE TRIUMPHS?

JOIN THE KANSAS CITY **TRIUMPHS** SPORTS CAR CLUB!

Club Director

Jack Edwards

816/348-0773

jack-edwards@sbcglobal.net

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

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

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

Overland Park, Ks. 66213

913/681-3202

rgaguilar@aol.com

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

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