



Kansas City Triumphs Sports Car Club



Volume 31 Number 6

November 1, 2009

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Annual Dues are \$30.00
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Please Send Newsletter Articles to
Ckigar@everestkc.net.
 ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above)

<http://kansascitytriumphs.com/>

Director's Drippings



This will be the last newsletter for 2009, time flies when we are having fun with our Triumphs.

I have had some complaints about the dues going up to \$30 last year; so I thought this would be a good time to explain where your \$30 goes. No we haven't had any bail outs, and I don't know of anyone in the group who had to be bailed out (jail). I guess we are getting to old for that!! In the last year everyone received a name badge (\$8.00), a tee shirt (\$15.00). We paid for the

barbeque at the Fall Party & the Planning Meeting (\$3.50/mbr), the pancake breakfast (\$3.75/mbr.) and \$300.00 to the MG Warrior project. Banquet expenses, restaurant deposit for Christmas Party, website, VTR membership insurance (for board & events) and yearly state registration. These were all items that are above the normal operating expenses of the group. How often we do these extra activities is dependant on extra funds the group has available. We were carrying about \$3,000.00 in our account, which was doing nothing for the group; our reserve is now smaller but sufficient to get us through the year. Bob Aguilar is including the financial report in each newsletter.

We have had 9 directors meetings this year. The directors meet at 5:30 before our regular meetings. These are not closed meetings anyone can attend, the only thing we ask is please don't sit in and visit while

we are trying to get through the meeting. Please do come and present any suggestions or complaints you have for the board.

We have cleared over \$150.00 through the 50/50 drawing and raised \$184.00 at the pancake breakfast. This will be distributed to a local charity at the Christmas Party. We want input from the group of your favorite local charities at the planning meeting so we can select a charity for 2010.

I hope you all have a great holiday season. Keep driving Your LBC'S!!

Jack

Editor's Notes

My final newsletter for 2009! I have decided to continue wielding all the powers of vested in me as editor for another year. Thanks for all the compliments (and corrections!)

I think this issue is the biggest and Best EVER!

Paul has again come through with an outstanding tech article on keeping your TR in line. Steve Olson shares a milestone. Larry Birks reports from Brits in the Ozarks. Bill Fisher - LABCC newsletter Editor has pictures of his open air TR as presented at the Lawrence antique Car Show at the Douglas Co. Fairgrounds. Steve Olson reviews an informative article on overdrives as seen in the later spits. Steve missed the Chili party but reports from the FAT run. Look for your picture in both the Triumph Club Picnic hosted by the Overtons and the Chili support at Jack and Lorraine's Thanks to Ray & Barb Overton and Jack &

Lorraine for being such accommodating hosts.

I wanted to put up a row of



Around Ray's front yard and open *Chip's Used British Classics – We FINANCE! –* What a GREAT selection of British iron!

You'll find the registration for the Christmas Party included in the newsletter—it's time to register for a good time

If haven't yet sent in your dues for the coming year, it's time! That discount at Vicky's sure is a savings and is not available if you have not kept up with your membership!

Don't lose out, print out the form you'll find at the end of the newsletter and return it out club treasurer, Bob Aguilar

Chip

Front End Alignment – String Method (cheap)

When Richard Woody was here to polish his new paint he asked if the alignment shop was open. His recently restored TR3 was wandering about the road as if fighting a crosswind. We suspected a toe-out condition. A quick measurement confirmed. Herein, at Richard's request, is a description of the old string alignment procedure as shown on my car.

Equipment needed: Jack stands, thin string, ruler, 7/8th open-end wrench, vise grips and a rolling seat.



Push the car back and forth to settle on a reasonably level surface, and place the steering wheel in the straight-ahead position.



Measure the track front and rear. Mine is an inch wider at the front, so when positioning the string along the side of the car, I leave a margin of at least an inch out from the rear tire to allow for measuring the toe at the front. Stretch the string taught by, moving the jack stands apart.





Now carefully measure the distance of the string from the front & rear of the rear tire, and by moving the jack stands in small increments equalize that distance. This will result in a parallel, laser like, line going by the front tire.

Measure the front & back of the front tire. If they are equal the toe is parallel – good for radial tires. If the front measurement is greater than the rear – toe in, if lesser than the rear – toe out. To toe in at $1/8^{\text{th}}$ inch (bias tires), set the toe in at $1/16^{\text{th}}$ inch each side of the car.



To adjust the toe hold the tie rod with vise grips and loosen the jam nuts with the $7/8^{\text{th}}$ open-end wrench. You can now adjust the toe by turning the rod. Re-measure the distance between the tire and string and when correct tighten the jam nuts.

Now move the equipment to the other side of the car and repeat the procedure. Richard's car (and mine) no longer hunts for a direction and at only the cost of string! Put a TRIUMPH in your day.

Paul McBride'

TR8 Milestone



Way back in June of 1996 when I first applied to get the TR8's title transferred into my name the odometer showed 37957 miles. We were only the second owners and got all the original documents from the originals. They were an Air Force family stationed in Germany and looking to buy a car to bring home when they retired. Another service member had ordered a TR8 built to USA specs but delivered to him in Germany. Delivery must have been delayed because he was transferred before the car arrived. So he transferred his deposit and interest in the car. The first owners took delivery and based on the documents, had more than a few issues for the local dealer to tackle. This is likely the only TR8 that dealer had ever seen. So the owner purchased a shop manual and some specific supplements like the one on air conditioning and carburetor adjustment. Getting the air gap between the rotor and the electronic ignition pick up also seemed to be a recurring problem. The metallic paint wasn't well applied and eventually there were enough complaints registered to convince the dealer to repaint the front 2/3rds of the car. That paint was far inferior to the factory finish and by the time I saw the car it had faded and oxidized nearly beyond recognition.

The Autobahn and the occasional autocross event gave the car some exercise but not a lot of miles were put on it. Then it was time to retire and ship the car home.

Part of the agreement to take delivery in Germany was that when the car finally got to the states it had to have the catalytic converters replaced. Seems Germany didn't have unleaded fuel at the time so the cats were likely to be ruined. And soon after it returned it got its first radio, the cheapest, no frills AM/FM that I have ever seen. Mechanics on this side of the pond racked up plenty of hours adjusting the carbs repeatedly. These troubles kept the mileage down but somehow both rear quarters picked up major cosmetic but non-structural damage and were Bondo'd over. After a few months living in Virginia the car moved with its owners to a farm in Kansas where it was parked beside the barn. It sat there without protection. Then to add insult to injury, some unskilled idiots attempted to steal it. They bashed the ignition lock and broke away the plastic column surrounds. Still unsuccessful they got a pry bar and managed to bend the steering shaft and the whole steering column. Whether they were frightened away or just got tired and gave up we will never know. The insurance company paid for a new ignition switch and lock and new plastic column surrounds. That got the car started but it was very difficult to steer so it sat beside the barn some more. For a total of 7 years it sat there waiting to be rescued.

Finally the owners realized they were never going to have the interest and resources to bring this project car back to life. The lady

saw a mention in the KC Star newspaper for a TR club driving event so she came and talked with several about buying the car. She had already made several appointments to view it for the next day when I spoke with her. By insisting on seeing the car later that same day I jumped to the head of the line. As soon as the drive was over I recruited a friend to go take a look. Of course the car was located far on the opposite side of the metro area but we found the farm without trouble.

The car had been towed with a tractor up into a large barn and they had hosed most of the dirt off the outside and aired up the tires. It didn't look very presentable but it was all there and I had never seen a TR8 before. I wanted to hook up jumper cables and see if the beast would start but she said NO. Her opinion was that all fluids would have to be changed before the engine could be even cranked over. I wondered what she was trying to hide. So I slipped the lever into a gear and rocked the car back and forth. And the engine did turn. Then I had Carol hold the clutch pedal down while we rocked the car again and the engine didn't move. So the engine wasn't locked up and the clutch wasn't frozen to the flywheel. Even the brakes seemed to work. Carol cringed as most spouses do when hubby begins to negotiate on a toy he has no earthly need for. The asking price was \$3200 so I offered \$2800. NO. So I came up to \$3000 and still NO. How about splitting the difference just so I could save face? NO. So I paid full price, made a cash deposit, and started trying to figure how to come up with the rest of the cash, and figure out how to get the car home. At this point the owners volunteered to haul it on their hay trailer behind their husky farm pickup. That saved me some money.

Once the car was home and the former owners were out of sight I hooked up a battery and fired up the engine. It did start and run but obviously needed TLC. My plan was to just polish the tired old paint, clean things up thoroughly, get the engine running

better, and sell for a big profit. To make things legal I planned to transfer the title into our names and pay the sales tax but not buy insurance or license. I had driven the car around the block a couple times and after adjusting the carbs that were about as far off as they could possibly be adjusted, the engine ran well. And somehow Carol had made the decision that I needed to license the car and make it a driver at least for a while. Maybe it was the potential of having air conditioning.

Now, fast forward to the year 2009 and look at the speedometer! Since all those 9's rolled over to 000000 that makes this a new car all over again doesn't it? If I'm extremely lucky I'll see this happen yet again and someday when it does I'll let you know if the second time around was as good as the first.

Steve Olson

November 1 Treasurers Report

COMMERCE CHECKING BALANCE 1/1/09		\$2,566.62
INCOME		
Advertising	\$60.00	
Banquet, Prior Year	\$100.00	
Membership Dues	\$1,600.00	
Other Inc	\$344.00	
TOTAL INCOME		\$2,104.00
EXPENSES		
Administrative Supplies	\$32.59	
Bank Charge	(\$7.00)	
Banquet Expenses, Current Year	\$228.50	
Banquet Expenses, Prior Year	\$424.76	
Charity	\$621.00	
Entertainment	\$552.24	
Insurance	\$150.00	
Misc.	\$123.86	
Newsletter	\$28.46	
Registration	\$40.00	
Reimbursable	\$208.45	
Website	\$104.99	
TOTAL EXPENSES		(\$2,507.85)
COMMERCE CHECKING ENDING BALANCE		
		\$2,162.77
CASH BOX		
		\$35.00
TOTAL KC TRIUMPHS CLUB TREASURY		
		\$2,197.77

Bob Aguilar

BRITS IN THE OZARKS-2009

The Brits In The Ozarks Show and Benefit for Lou Gehrig's disease was held again this year in Fayetteville, AR. on September 12th. Kansas City Triumphs were represented by a trio of TR3's that departed Harrisonville on Friday and convoyed to the host hotel in Springdale, AR. Arriving Friday evening for the parking lot party were Paul and Margaret McBride, Richard and Ann Woody, and Linda and Larry Birks. The trip was uneventful and the weather was great, so everyone was ready to kick back, relax, and enjoy the wonderful BBQ chicken and fixin's furnished by the host club, The British Iron Touring Club of Northwest Arkansas.



Saturday's prediction of rain turned out to be Arkansas scare tactics and the day was delightfully cool. 118 British cars and motorcycles turned out for a great show at Agri Park on the University of Arkansas campus. The usual gaggle of Triumph's, MG's, Healy's and Mini Coopers was joined this year by two vintage 1942 and 1944 survivor WWII motorcycles, a Sunbeam Talbot, a Box Sprite full race modified car, and a number of other vintage and terrific old British cars.

The banquet was held at the Holiday Inn Convention Center and the guest speaker was Dick Knudson, a well known MG expert and founder of the New England MG T

register. They always have a great speaker at the event, and Mr. Knudson was no exception. His stories of driving his MGTC from New England all over the United States, to the Artic Circle with the TC club, and coast to coast was an encouragement to all of us to "drive our cars!" I simply can't imagine some of the trips they took in the old TC cars. 100 of the East coast MGTC owners once shipped all their cars to England and toured the country in their cars! Now there's a group with determination and a plan!

The awards ceremony again brought the gold to Kansas City Triumphs. Richard and Ann Woody won first place in the TR3 class and Larry and Linda Birks brought up second place. As you know the Show is also a benefit for the ALS Association benefiting Lou Gehrig's disease. This year the Show produced a donation of \$13,000 to help those who truly need support.

The trip home on Sunday was moved up to an earlier start time as the rain was just moving into Springdale and we were ready for the fun drive home.

All in all it was a great time as usual with the Arkansas Club showering all of their visitors with home cooking and great friendship.



Larry Birks

Meet the Flintstones?



Here are a few shots from my place on the way to the Lawrence antique Car Show at the Douglas Co. Fairgrounds...

4 blocks away. Mark Canaday towed me as I rode my finished '64 TR4 frame to the show. No brakes, no motor just fun with bicycle steering.

Mark coasted back downhill thru my yard and into the garage. Our club gave me the Flintstone award. Mark looks more like Fred.

Bill Fisher - LABCC newsletter Editor

Annual Chili Supper



This was the first chili supper in memory that Woody & Holly had not hosted. Thoughts ran thru our heads, would people get lost, would they automatically drive to Woody & Holly's, would anyone attend, would anyone bring Chili? The time was nearing six pm the appointed time, when the door bell rang and in walked Woody & Holly. Woody had made his famous hot chili, with pepper corns added this year. All our fears were dispelled, when the door bell just kept ringing, until there were 31 festive gear heads and their fraus in attendance.

Here were 7 different chilies, dips & chips, slaw, cookies, cakes, candies and even an apple pie. Iced tea & coffee for some of us beer, wine and drinks for the rest. Ed brought the Schlitz as usual

lately. The weather was great and several even drove their LBC's, which reminded us that several of our group had hit the road for the Fat Run. We missed Larry and Linda Birks, all were saddened to hear of Linda's Mother passing. Our thoughts are with them in this hard time.

At this writing I have eaten chili 4 days in a row and we still have a lot left. I think that we will be able to try to live up to the Underwood legacy that was passed on to us next year. We may even be ready to have chili again by then. – Jack & Laraine

J type overdrive

The December issue of Hemmings Sports & Exotic Car Magazine purports to tell you how you can repair your J type overdrive. That is what late model Spitfires used. It is lighter and somewhat easier to work on than the older models but functions the same. The article, complete with photos, only tells how one person found his problem was a bad solenoid and how he managed to replace it. The advice on changing lubricant and cleaning the filters is good but in the unlikely event that you have a real problem internally this article won't help you.



Overdrives have become hard to find and expensive in the last few years. And if you want one overhauled professionally expect to spend another \$700 or so. I see simple bolt up 5 speed conversions advertised for most of our Triumphs and the cost runs in the \$2000 neighborhood. So getting a rebuilt overdrive and the new mounts and speedo cable will get you close to this same price neighborhood.

A good later model 5 speed is more efficient and probably works better. But it sure won't be period correct and your car will now be a hybrid of English and Japanese parts. Either route will get you cruising down the highway at modern speeds without nearly as many busy sounds coming from under the bonnet and the fuel mileage will even be a bit better. Of course for \$2K you can buy a lot of fuel and a pair of ear plugs.

Steve Olson

Grill Badge Delivery Confirmed!



The badges have been ordered. We can expect delivery before our winter banquet in December. We thank Victoria British for their help in procuring the grille badges. There will be a few badges that will be in stock, so if you haven't ordered yet there will still be time to get one, but please hurry. – Supplies are limited!.



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Formerly the TR8 Car Club of America

What a Day for a Picnic!







Celebrate another year
With the **KC Triumphs**
Annual Holiday Dinner
Saturday, December 5
Social Hour 6 p.m. to 7 p.m.

Dinner 7 p.m.

Smokehouse BBQ

7212 W. 135th St.

Overland Park, KS 66223

913-685-1717

RSVP with the attached form by November 29

Smokehouse is just southwest of 135th Street and Metcalf Avenue in south Overland Park. It is just south of Bo Ling's.

Directions:

From the I-435 loop on the south side of town, take 69 Hwy South.

Exit at 135th Street exit and turn left (east) onto 135th Street.

Turn right (south) onto Metcalf Avenue.

Immediately take the first right, then turn left and then right into the parking lot.

If you miss the first right, turn right onto 137th Street, take the first right and then left into the parking lot.

Please send this form with your check

for \$31.00 (thirty-one dollars) per person

payable to "KC Triumphs" to:

Cynthia Yin

9726 Chadwick Dr.

Overland Park, KS 66206

Reservations must be received by Sunday, November 29.

Name (s): _____

Phone: (____) _____

Email: _____

Please choose 1 entrée per person.

Quantity

_____ Babyback Ribs & Burnt Ends (4 ribs, 6 oz. burnt ends)

_____ Babyback Ribs & Chicken (4 ribs, 5 oz. chicken breast)

_____ Prime Rib

_____ Cornish Hen

All entrees include coffee, tea or soft drink, house salad, roll and choice of one side: hickory pit beans, homemade coleslaw, fresh potato salad or homemade cheesy corn. The club will provide cake for dessert. Cash bar.

If you prefer to substitute a salmon or chicken salad for an entrée please indicate quantity here _____

Questions? Contact Cynthia Yin, 913-642-1769,
c.yin2020@yahoo.com



**11/5/2009
Thursday
Club Night Out
(Guy Fawkes Day) 8**

See you at Birdie's

8889 W. 75th Street
Overland Park, KS 66204

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kercher@aaamissouri.com

913-248-1627 Ext. 14
Fax: 913-248-325
Toll Free: 1-866-222-2298

FAT Run

October 24 & 25 was the MG club's annual Fall Alternative Tour (FAT Run). So of course I drove the TR8. This overnight event features the twistiest roads available and we take them at speeds slightly in excess of what the authorities recommend. Again this year the drive was organized and led by Cecil Wise in his Vitesse. Nearly 20 cars started the course. Some had to depart early for schedule conflicts and Diane Cotton's MGB needed a flatbed to haul it home after a loud knocking sound inside the engine indicated that a rod was unhappy there and wanted to come out. There were a few other minor mechanical gremlins but nothing serious. The cold Saturday morning gave way to bright sun and top down driving in the afternoon. Sunday brought damp roads and occasional sprinkles but our spirits and spirited driving refused to be dampened. The brief glimpses I was able to get of the fall foliage as it rushed past were spectacular. The only regret I have is that I had to miss the Chili party at the Edwards'.

Steve Olson

Tech Session at Foreign Car Enterprises



Here Craig Vaughn hosted a tech session at his shop and graciously shared his expertise on the ins and outs of Stromberg Carburetors. .

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

Club Director

Jack Edwards

jack-edwards@sbcglobal.net

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!

CALENDAR

Date Day Event Contact/Responsible Party

7/2/2009 Thursday Club Night Out

7/4/2009 Saturday 4th of July Holiday
7/11/2009 Saturday Blvd. Drive-In Theater
Steve Boyse
7/18/19/2009 Sat/Sun Lake of the Ozards
Road Trip Bob & Marilyn McBean
7/25/26/2009 Sat/Sun Carthage Car Show &
Banquet Diane Cotton & Birks

8/6/2009 Thursday Club Night Out

8/8/2009 Saturday Dawn Patrol Air Show &
Pancake Breakfast Jack Edwards & Jeff Givens
8/22/2009 Saturday Garnett Road Trip, Picnic
& Race Track Diane Cotton

9/3/2009 Thursday Club Night Out

9/5/2009 Saturday All British
9/6/2009 Sunday All British
9/11-9/13/2009 Friday Brits in the Ozarks, Fayetteville, AR Larry & Linda Birks
9/19/2009 Saturday Overtons Annual BBQ Ray & Barb Overton

Kent Shrack

10/1/2009 Thursday Club Night Out

10/10/2009 Saturday Tech Session at Foreign Car Enterprise Craig Vaughn
10/24/2009 Saturday Chili Super & Belton Cemetary Run Jack & Laraine Edwards
10/24/2009 Saturday Fat Run (MG Club Event) Diane Cotton

11/5/2009 Thursday Club Night Out (Guy Fawkes Day) English Holiday

CALENDAR
14

11/22/2009 Sunday Slot car races (Independence, MO); \$10.00/ 8 races Guthrie
11/24/2009 Tuesday Harvesters (6:00 to 8:00 PM) Larry Taylor

12/3/2009 Thursday No Club Night Out

12/5/2009 Saturday Christmas Banquet Cynthia Yin
12/26/2009 Saturday Boxing Day English Holiday

Unscheduled Possibilities

Harley Davidson Plant Tour (9/1:30 weekdays)
Sadlers Indoor Racing-cart racing inside-325 Mur-Len Rd.
2010 Southwest Regional Oklahoma City April 29/30 May 01/02, 2010 Sponsored by COVTR



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Edwards**

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