



Kansas City Triumphs Sports Car Club



Volume 32 Number 1

January 9, 2010

Club Officers 2009/2010

Director: Jack Edwards
816.348.0773
jack-edwards@sbcglobal.net

Assistant Director: Ed Blend
913-897-2348

edblend@sbcglobal.net

Secretary/Treasurer: Bob Aguilar
913.681.3202

rgaguilar@aol.com

Historian: Paul McBride (co-founder)
913.441.0499

pmcbr3@everestkc.net

Advisor/Publicist: Gary Davis (co-founder)
913.441.2733

gdr3@msn.com

Newsletter Editor/Publisher: Chip Kigar
913.894.8538

Ckigar@everestkc.net

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@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 XV



As I write this it is snowing and I just noted my mileage on our vehicles for 2009. As depressing as the snow is, driving my Triumph only 549.8 miles last year, is more depressing. The only good part is the car will last longer. I hope the rest of our group did a lot better than that! Pat and Rodger probably set the record for the year with their trip to the VTR. If you haven't seen their slide show, you have missed some great picture of Triumphs and our Great Country. One of my resolutions is to drive my LBC a lot more in 2010. I hope we can make the VTR, in Georgia this year.

As a group I think we had a fairly good year with our cars and events! I think all the members deserve a good pat on the back for our community and charitable work last year. We started off with a nice donation to Harvesters and ended the year with another donation to The Cystic Fibrous Group. In between, we volunteered 3 times at Harvesters. We also gave money and support to the MGA Clubs MG Warrior Project. What a great project, and how much fun it was to see the presentation of the car to John and his family. As a year 2009 sucked from the get go. We everything else going to pot it was great to be part of a growing group of car nuts and great people! The country and several of us were beaten down by the economy and mood of the country; we were buoyed up by the group and had a smile on our faces after group events! We were even able to bring a smile to others faces.

We have our first Club Nite Out this next week and we only have 1 event on the calendar for the

rest of the month. The 17 of January we are joining the MGA Club and going to Eudora, Kansas to see the new paint it your self facility. I checked out their website and it appears to be a great facility for nuts like us. They rent you their facility and all the items except paint to use for your projects, reasonably. They also have blasting equipment and facilities for rent, and provide all the materials at good rates. We will meet at Winstead's at 103 and Metcalf at 2:00 pm and convoy from there. It doesn't look like we will drive our LBC's, so I plan on driving Laraine's van so a bunch of us can ride together. The 6th of February is our annual planning meeting. Larry Taylor is hosting and we will be sending directions and details to everyone by e mail. Bring all your ideas for this years events and if you have a choice for a charity to support, bring the details we will need to contact them. I will have dates for us to help at Harvesters again this year.

I hope you all had a great Christmas, Hanukah and New Years. Keep driving your LBC

Jack

Editor's Notes

Well, I sent out a call for submissions for the newsletter and mentioned that this was to be the annual 'skinny edition' Well, Brad Baumgart, Paul McBride. Ed Blend, Rob McBean and Michael Robins have all stepped up with what I think you will find is a very interesting issue. You may have spotted Brad's ride in a recent edition of the Kansas City Stay in Tom Strongman's column

As for me, I anticipate writing a FASCINATING and EXPENSIVE little article as soon as I can figure out what is banging under the bonnet. I was out for a spin on what proved to be the final unseasonably WARM day of the year (I know, it's always been hovering around

zero and remembering sunny days of 60 degree weather is a mere fantasy.)

There is some sort of irregular loud knock in my block. I dropped the pan and pulled the caps from the big end of the rods and 2 of the three crank bearings thinking that I had spun one but found no evidence of damage to the bearings. MY plan right now is to go ahead and renew the rob & crank bearings and re-assemble, fire it up and see if I can do a more adequate diagnosis of what is banging in there. So far I haven't pulled the engine out (or even slightly up...) and I am planning not to if I can get my torque wrench in

Automotive

Triumph TR6 provides a connection to an earlier time

When Brad Baumgart took a Triumph TR6 to the show, he spent hours and hours in a...
 The TR6 was...
 When Brad Baumgart took a Triumph TR6 to the show, he spent hours and hours in a...
 The TR6 was...
 When Brad Baumgart took a Triumph TR6 to the show, he spent hours and hours in a...
 The TR6 was...

Tom Strongman's column featuring Brad's TR6

position for the caps. Wish me luck! – At least there are some sale prices on the parts I need in the new catalogue from our friends and club supporters out at Victoria British.

One inexpensive item I have invested in so far in a cheap parts washer from Harbor Freight. I got the plastic model that is around \$45 and sits on a bench. It uses a biodegradable degreaser that works well and isn't a hazard like some of parts cleaners I have used before.

Chip

BRITISH MOTORCAR TRIVIA

1. What company used the motto “**Safety Fast**”?
2. What was the unique feature of the **Lotus 56B**?
3. In what English town is the **Morgan** built?
4. On what car was the **MacPherson Strut** first used in production?
5. What English race team owner and journalist was also heir to a whisky fortune?
6. During what year was the **MGA** introduced?
7. What English world driving champion did not drive a car until age 24?
8. What is a “**Dickey**” on the ’48 **Triumph Roadster**?
9. What car did **Maxwell Smart** first drive in the TV show?
10. And now for an easy one: What was the official racing color for Britain?
11. Where did the editor put the answers?

Paul McBride



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Everything that is old is new again?

Have you ever wanted to restore your car? A total restoration so you can win at the All Brit? After years of contemplation my car is being restored. Here are a few muses and things to consider:

What type of restore do you want? There are three types: concours, show/drive and drive. Concours means perfect, better than new. Show/Drive is for the person who only occasionally uses the car, perhaps to drive to a show or a special event. Drive is for the car that will look nice and is frequently driven. The major difference is price

Ah, this brings up two questions: What type of shop and how much do you want to spend?

There are major differences between a body shop and a restoration shop. A body shop is designed to finish your car quickly and mostly does insurance work. A restoration shop is quite slow, most projects taking more than a year and are very thorough. Most restoration shops do not work with insurance companies. You are the one paying for the work.

Costs and estimates vary wildly between shops. The time and cost are determined by the level of work you desire. A concours car will be much more than a driver. Why? Because of the time involved. The paint for a concours quality finish requires much more sanding and coats than a driver level finish.

Richard Lentinello, editor of Hemming’s Motor News wrote an article about estimates that appeared in the July 2009 issue of Hemmings. He states that “Due to hundreds of unforeseen existing circumstances the actual cost of a restoration may far exceed the estimate.” Rust is a prime example. Until a car is disassembled you really will not have an idea how much metal will require replacement.

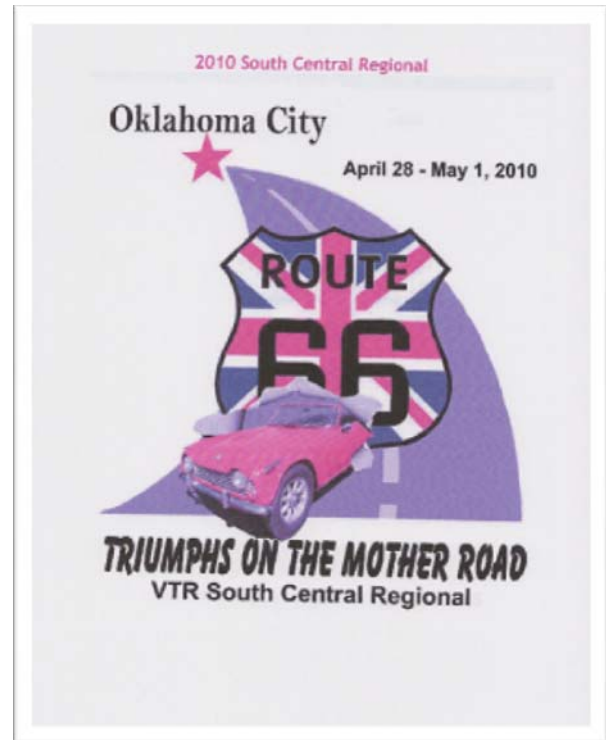
How do you select a shop? Lentinello recommends finding a shop the specializes in your particular make and or model.

Advertisements, clubs and other owners can assist you in finding a shop with the right expertise.

What question should you ask the shop? Ask for references with contact information. What is

their hourly labor rate and payment schedule? Some shops want their money up front, other will accept a monthly payment. That payment may vary from month to month, will the shop send you pictures to document the work? Can you supply your own parts? Once the work commences, can you visit the car? If possible, inspect the shop. Is it clean and well organized? The shop I took my car to has an on-site Bed & Breakfast. Steve and Carol Olson were kind enough to visit the car with me and give me great objective opinions of the work being performed. (Olson's? When do you want to go again?) I am more than willing to have any member to join me to visit the car and see the work being done. The shop is in Rolla, MO. Lentinello states that a restoration can be a long and expensive investment of your resources. "each restoration is unique, thus a program must be outlined that is tailored to the specific requirements of your car." To put this another way, careful planning and preparation on your part will save you time and money while keeping the shop content and your happy with the result or the restoration

Michael Robins



Grill Badge Delivery Confirmed!



Don't forget to come and get your grille badges. I will have them at the Club Night Out.

If you haven't paid already, there are a LIMITED number of badges still available.

Ed

We thank Victoria British for their help in procuring the grille badges

Winter Projects



Photos by Tom Strongman

Having only had my TR6 for a little over a year I just couldn't put it away for a winter's nap and forget about it until spring. You see, I still had the bug to do something to it to make it shinier or make it go faster. Since I had already completed most of my shiny projects I decided to see what I could do to get a little more horsepower and torque out of it.

After to talking with a lot of people and chatting with a lot of folks on 6-Pack (www.6-Pack.org) I decided to start with the head. However, before I started I wanted to get a baseline of where my horsepower was so I took it into MC Racing on Merriam Drive and hooked it up to their dynamometer. What I found was a fairly stock reading of 86 Hp and 120 lbs of torque at the rear wheels. (I think the spec Hp and torque are

measured from the flywheel so that is why I didn't get the numbers you see in the specifications but if you adjust for the loss from the flywheel I am told that this translates into stock Hp and torque).

My first thought was to just mill the head enough to get it from 7.5:1 compression to 9.5:1 compression. (Figuring out how much to shave off the head to reach this compression ratio was a topic of much debate but we finally settled on taking of 150 thousandths). Then my second thought was given to me by my mechanic that I should do a leak down test to see if the bottom end could take that much more compression. It couldn't. I had up to 60% leakage through the rings. So what started out as just milling the head found its way to a new set of rings and rod bearings.



“Clean Outside Mean Inside”

Now we get to the “while you are in there” part of the story that seems to be a never-ending saga. I decided that as long as I was in the lower end that I might as well put a high lift cam in. After much study I decided to go with Richard Goods GP2 cam (www.goodparts.com) with a cam lift of .258 and a valve lift of .362. This was described to me as a relatively mild street/race cam. Of course if you are going to do that you might as well do an entire valve job putting in new Stellite intake and oversized (1.25”) exhaust valves, dual high performance valve springs, tubular chromoly steel push rods along with bronze valve guides and hardened seats. Also, we certainly wouldn’t want to be rude and turn down the nice gentleman’s offer at the machine shop to port and polish the head for a small fee. And finally, who could resist those shiny 1.55 roller rockers that are found in Richard Goods bag of goodies. (More on the tempting treats at www.goodparts.com later). With all this newfound compression I also found that both my front and rear seals were leaking a river of oil. So, out with the transmission to put in the rear seals and of course, the “while you are in there” bug strikes again and insists on a new Fidanza aluminum flywheel. Naturally when we get to that point we find that the clutch fork needs to be rebuilt and strengthened which was done too.

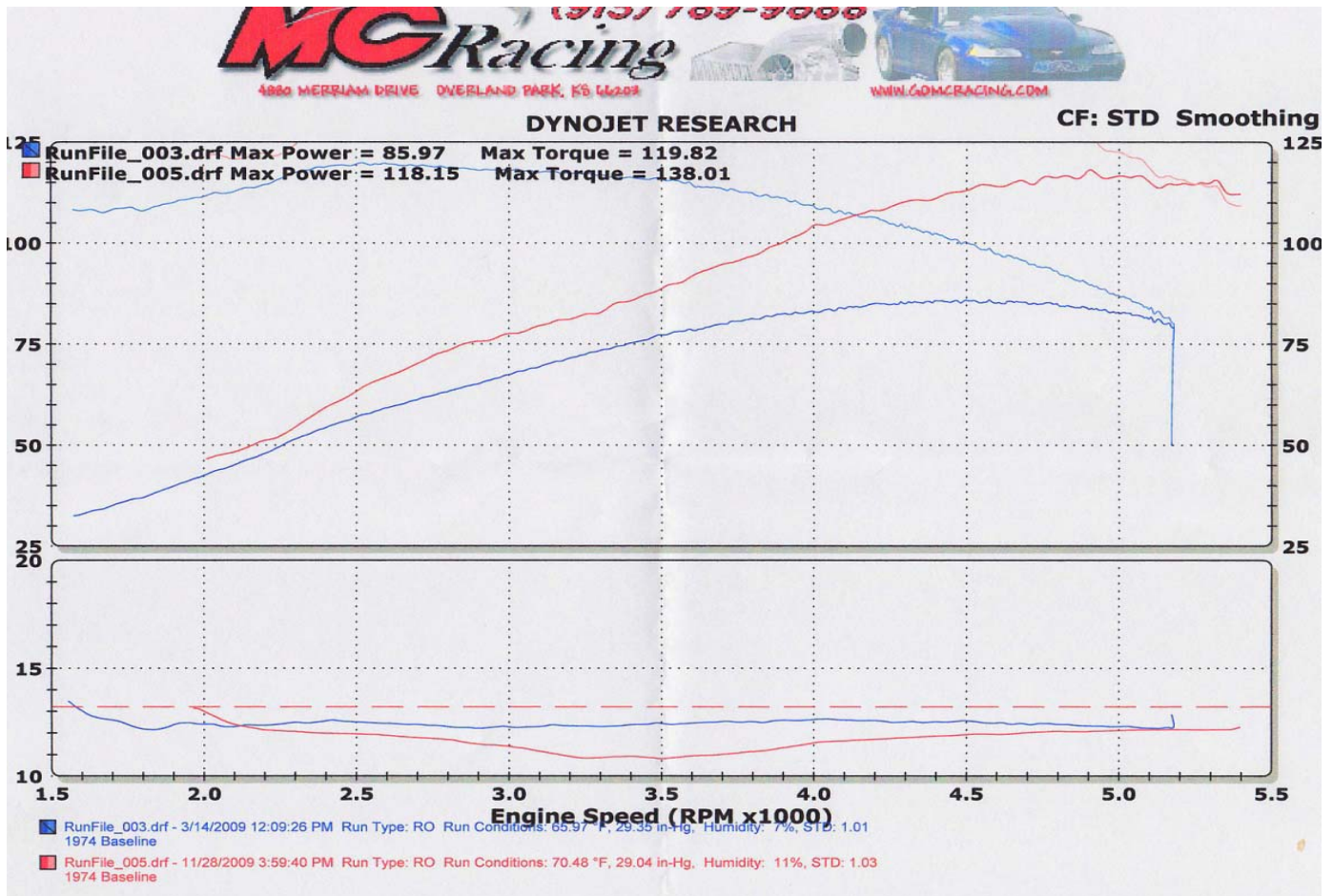
After seating the rings for a decent 1000 miles (when you go faster you can cover a lot of ground in a short amount of time) back to MC Racing to see what we had accomplished. Well, we saw a gain of 32 horsepower to 118 or a little over 27% if my math is right. The torque was increased to 138lbs and again if my math is right that is about a 15% increase. Now these may sound like small numbers but when you are behind the wheel you can really feel it.

Then I got to thinking that with all this new compression and a higher lift cam with oversized exhaust valves couldn’t I use just a little more carburetion? Sure I could! So back to Richards for a triple Zenith setup. As of this writing I don’t quite have them dialed in just right for a return to the dyno but I will get there soon.

Is this the end? Has his wife thrown him out of the house yet? Nope, so a little more thought into the process was necessary. If I could feel this increase in power behind the wheel what else was behind me that could feel it too? Could it be that if I really wanted to be a drifter that the rear end and the rear axles might need a little attention? Sure, why not. A trip back to good ole Richards and I found just what I needed. A rear end conversion that would allow me to put in a limited slip differential from an Infinity Q45 (along with a shortened and balanced drive shaft) and a set of constant velocity axles with hubs that could take anything I could dish out now or in the future.

And now here I sit writing this article while there is at least 14 inches of snow on the ground and my Blue Beast is back in the garage sleeping just as she was when I started this venture. Will Spring ever come!!!? –

Brad Baumgart



GOOD ADVICE???

As a very young child I remember hearing adults tell me that if I didn't do something right then I would have to do it over. As I grew up I heard this repeated often. Those who offered the free advice seemed knowledgeable and well meaning. And they all seemed convinced of the accuracy of the statement. Some were fellow employees who had managed to achieve a higher rank so their expertise was without question.

But I am far too scientific to just take someone's word. Free advice is often worth less than you pay for it. Even the obvious examples are merely anecdotal and could just be aberrations. Maybe they are just the "exceptions that prove the rule" whatever that is supposed to mean.

So I have devoted my life to exhaustively testing this theory. Repeatedly I have not taken the time or devoted sufficient resources to do things right the first time.

I'm not yet ready to declare the study complete but I can share some preliminary results. Thus far there is a strong trend indicating that the theory may well be true. But please don't make any assumptions just yet. Much further study will be needed to verify this very preliminary conclusion.

Your friend in the interest of scientific study;

Steve Olson

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January Treasurers Report

COMMERCE CHECKING BALANCE 1/1/09 \$2,566.62

INCOME

Advertising	\$60.00	
Banquet, Current Year	\$1,273.00	
Banquet, Prior Year	\$100.00	
Membership Dues, New	\$350.00	
Membership Dues, Renewal	\$1,490.00	
Other Inc	\$477.00	
TOTAL INCOME		\$3,750.00

EXPENSES

Administrative Supplies	\$32.59	
Awards	\$43.02	
Bank Charge	(\$7.00)	
Banquet Expenses, Current Year	\$1,338.43	
Banquet Expenses, Prior Year	\$424.76	
Charity	\$1,096.00	
Entertainment	\$552.24	
Insurance	\$150.00	
Misc.	\$245.74	
Newsletter	\$58.43	
Registration, Kansas State	\$40.00	
Reimbursable, Grill Badges	(\$46.15)	
Reimbursable, TR Original Guide Book	\$27.00	
Website	\$167.49	
TOTAL EXPENSES		(\$4,122.55)

COMMERCE CHECKING ENDING BALANCE 12/31/09: \$2,194.07

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 12/31/09: \$2,229.07

Bob Aguilar

The Answers!

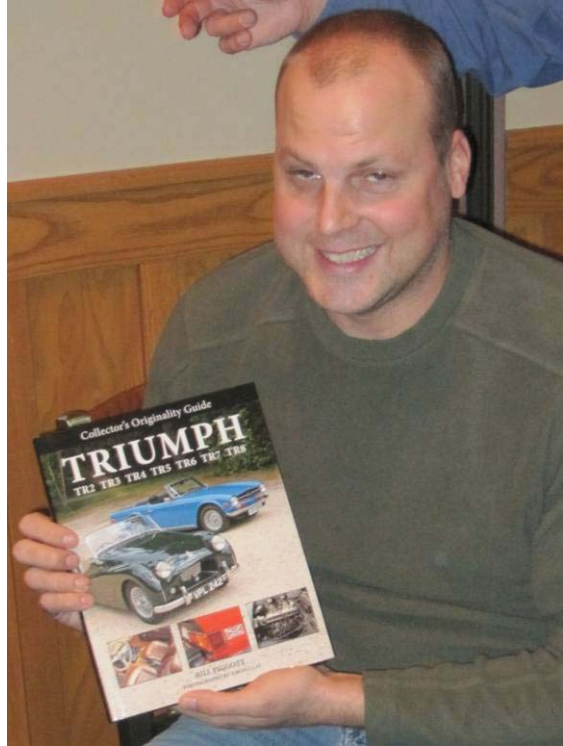
1. MG
2. It was powered by a gas turbine engine with 4WD
3. Malvern Link
4. English Ford
5. Rob Walker
6. 1955
7. Graham Hill
8. Rumble Seat
9. Sunbeam Tiger
10. British Racing Green

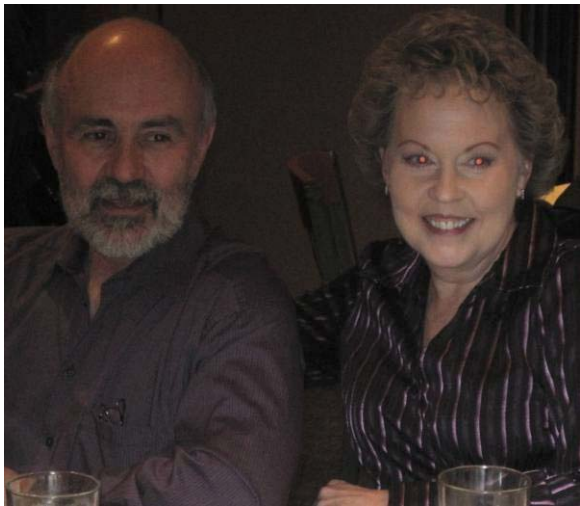
Holiday Party Fun



Here Bob makes the club's donation to the Cystic Fibrosis foundation which was accepted by Meryl and Shelley Staton, Shelley is Doug & Karen Lyman's daughter and her son Lyman has cystic fibrosis. Bob should show in his treasurers report how much the donation was. We also gave their boys model TR4s like their Grandpas.







Don't Let Old Man Winter Keep You Away!



1/14/2009
Thursday
Club Night Out
See you at
Birdie's

8889 W. 75th Street
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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

Club Night Out;

Jan 14; Feb 4 March 4; April 8; May 6; June 3; July 1; Aug 5; Sept 2; Oct 7; Nov 4; 2011 Jan 6; Feb 3; Mar 3.

Planning Meeting Feb 6

The 6th of February is our annual planning meeting. Larry Taylor is hosting and we will be sending directions and details to everyone by e mail. Bring all your ideas for this years events and if you have a choice for a charity to support, bring the details we will need to contact them. Jack will have dates for us to help at Harvesters again this year.