



Kansas City Triumphs Sports Car Club

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ALL submissions will receive an acknowledgement. If
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<http://kansascitytriumphs.com/>

Director's Drippings



First, I want to thank you all for the flowers, cards and calls. I didn't realize how many people cared for me! If I look funny at you don't think anything of it, my nerves are regrouping and I may be making faces? I haven't felt this well in a long time.

I still have my top down, and am anxious for a drive. Meantime I am doing a few winter chores on the car and it should be ready to go anytime. I am looking forward to our first trip the 20th of March to Clinton. I believe Jim

said he has 26 cars now. He is planning on us being there 2 to 3 hours. The 13th we have a workshop at Craig's, I'm sure he will come up with something that will interest us. We have several road trips scheduled, and there are several shows to attend, it should be a full season.

I have seen a couple of new products that I plan on trying out. There is a new silicone valve cover gasket that is reusable. (gasketinnovations.com) the second one is a badge bar that attaches on your license plate mount, it extends on both sides of the rear license and hold a badge on each side. Moss is selling it in their latest catalog. We might have to have Ed come up with another badge project.

I have been contacted by a fellow car lover from Denmark that wants to buy a TR4, and has asked me to check it out for him. This is

one of the perks that you get from being chairman.

Bill Lynn, the VTR membership secretary is compiling a listing of all the TR2's they can find. There were 8636 TR2's produced and they have 1600 known to exist in the USA. If you know of anyone with a TR2 let me know and I will get a registration form that can be sent to VTR. I have been pulling my hair out trying to think of who told me their son has one in a barn, south of here. Did you see that the Stag they used in the fund raiser last year sold for \$31,500.00? I read that and saw some of the auction prices and prices they want in England, and hid them from Laraine! She already thinks I have an expensive hobby!

Two things have come to my attention that are not on the calendar. The first is National Drive Your British Car Week, May 29 thru June 6. The other is a show a Louisburg, Ks, I am not sure of the date, but will send out an e mail for it.

Let's get started driving our LBC's

Jack

ps:

Check the next news letter to see the conclusion of my adventure with the Danish buyer!

Jack

Editor's Notes

First, a big welcome to our new advertiser, Little British Car Co. Be sure to check their website for your needs and include a big THANK YOU with your order. See their ad in this issue!

By JOVE! This is more of a MAGAZINE than a newsletter. We have a great article by Roger Elliott- and Pat Fischer about their road trip to the VTR, don't miss the article! I have reprinted an important article about workshop safety. There is information about the Heartland Regional and a show in Pensacola. Steve Olson has some tips about Triumph's advanced rust combating technology.

Well, you may recall in my column last month I mentioned a horrid noise emanating from the interior of my engine. Well, mystery solved.

I started by dropping the oil pan while the engine was in the car and removing some of the bearing caps, my thought being that I had a spun bearing or perhaps a dropped thrust washer. Well, none of the rod and main bearings showed evidence of damage. In theory, it is possible to re-assemble these components from under the car.. But, as Yogi Berra said:

In theory, there is no difference between theory and practice. But, in practice, there is.

So... out came the engine.

I do not have a hoist; but I do have an I-beam that crosses my garage and I used a chain and a come along attached to the I-beam. A short piece of cable from the bottom hook to some convenient bolts in the block, some moderate swearing and my engine was dangling from the ceiling.

Two of six socket head cap screws that retain the pressure plate promptly rounded. The pressure plate sticks out far enough that the engine could not properly attach to my stand.. So... enter problem #1. I lowered the engine to a small cart with supports I had constructed and tried an impact screwdriver on the first of the two stripped screws. An impact screwdriver, for the uninitiated, is a hammer driven tool that puts an

enormous amount of torque by turning a few degrees when struck by a hammer:



I fitted an Allen bit into the impact driver and WHAM, out came #1. It had just enough surface left that the driver gave it a sufficient twist. UNFORTUNATELY... #2 did not come free. I then purchased a tool similar to a Dremel (a *Proxxon*- a Belgian tool rated a bit higher on Amazon than Dremel)



and used a small stone to cut a groove across the screw



Well, as you can see. THAT screw is no longer in the block, but on my desk. SO... after that effort.. I was able to mount the engine on my stand and actually work on the problem... (isn't there some saying about swamps and alligators...?)

I removed the head (happily it wasn't stuck and came right off after unbolting it) and found THIS in the number 3 cylinder:



If it isn't evident, it is a considerably mangled split lock washer. It must have been riding comfortably somewhere in the intake manifold for years only to decide on day to take a lil trip. I borrowed a valve removal tool from an auto parts store and examined the valves on that cylinder; expecting to see some marking or scoring but I didn't see a hint. The top of the piston is a bit scoured of carbon and there is a tiny divot from the washer. The cylinder walls are, fortunately, unmarred so my next step is to slap everything back together. Although probably not necessary, I am planning on replacing the bearings when I re-assemble. I don't have the time to deal with it for a while.. So look for an emailed invite to Chip's garage to lend your expertise to the re-assembly phase

Mechanicin' ain't my favorite activity but I WILL feel a real sense of accomplishment when I am motoring with you again!

Chip

As long as we're in the garage, I thought I would reprint this very interesting article. It's been posted around the web and definitely good to know! *Chip*

Common Cleaners Can Turn into Poison Gas

American Iron Magazine, August 2009

Safety Alert by Brew Dude

Yep, I thought I was a goner this time! How simple it was to get in trouble. After seeing and reading so many warning labels, we tend to no longer pay them any heed. We buy chemicals and sprays at a local parts store and think "How can this be so bad, health-wise, if I'm buying it over the counter?" Here's how a small whiff of smoke almost dropped me where I stood.

I had a rush job to do welding four diesel fuel tanks. I had to patch where they were pitted by road salt corrosion. Normally, I spray a little carb cleaner on the spot I'm going to weld, wipe it off, and then preheat the area with an acetylene torch to get rid of any solvents. Where I normally get carb cleaner was sold out, so I got a can of brake cleaner and went through my regular routine. To be on the safe side, I even had the shop door open and the exhaust fan on.

I started TIG-welding on Thursday afternoon and had no problem at first. But when I started welding across a really pitted area, I found a couple of drops of cleaner that were lurking in a deep dimple. As I came close to the cleaner, a small puff of white smoke popped up, and I almost passed out. I made it outside and sat for awhile in the fresh air. After about 10 minutes, I went to the office and sat at the computer to check the warnings on the brake cleaner can I used. That's when my whole left side started shaking for about 10 to 15 minutes. (I found out later I was having a seizure.)

When I was able to control myself again, I read the can's warning: "Vapors may decompose to harmful or fatal corrosive gases such as hydrogen chloride and possibly phosgene." After reading about hydrogen chloride, I started researching phosgene. The active chemical in the brake cleaner is tetrachloroethylene. When this chemical is exposed to excessive heat and the gas argon, which is used in MIG and TIG welding, it produces phosgene. Phosgene gas can be fatal with a dose as little as four parts per million: basically a single small puff of smoke. Symptoms can be delayed from six to 48 hours after exposure. There is no antidote for phosgene poisoning. If you do survive, the long-term effects can be chronic bronchitis and emphysema.

My breathing still was hard a few hours later, but I felt a little better, so I didn't go to a hospital. The chlorine taste and smell in my mouth and nose were still strong. About midnight, I started coughing and my chest started hurting, but I thought that this would pass after a night's sleep. The next day (Friday), the symptoms got worse, and my kidneys started hurting, so I drank a bunch of liquids and cranberry juice. Though sometimes I felt okay, I was really in a lot of pain on and off for the next several days, as well as weak and tired. Then my urine became very dark.

By the next Monday, nine days after the poisoning, I lost all balance. I was confused and could hardly talk, so I finally went to the emergency room. My symptoms were low O2 level, sugar levels out of control, vertigo, and I was hurting badly in my entire chest. I was admitted and put into ICU. My kidneys had shut down for those first four days. My lungs were damaged, so I had to be on oxygen. I had to be on insulin to keep my sugar in check. Since there is no antidote for phosgene, all I could do was try to rest and hope I got better. After CT, MRI, EKG and EEG tests, as well as several blood tests it looked like, at least for now, there is no

permanent damage. However, the MRI showed fluid in my sinuses and a buildup of fluids near my brain. The phosgene scarred my sinuses, which then became infected. The three doctors I saw said I was really lucky to make it.

After four weeks, it appears that I may have emphysema and chronic bronchitis. I'm on nasal medicine and an inhaler. My sinuses are severely scarred, and my smell nerves are damaged. I still have that awful chlorine taste and smell. I may also have pancreas damage. The insulin that I was taking had little effect on my sugar levels, so I'm now on some stronger medicines.

So why am I telling you all this? I hope to save someone from an easily avoidable severe illness or even death. The cleaning sprays commonly found in thousands of bike shops across the country can be just as dangerous if improperly used. Read the labels and warnings! Look up the chemicals you use. Just because you got away with it before, doesn't mean you won't get in trouble the next time.



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2010 PLANNING MEETING

Larry Taylor & Linda Morgan hosted our planning meeting this year, and did a marvelous job. His new home is large enough to handle the crowd (35). We were second guessing the weather right up to the last minute. We didn't get snow for a couple of days and the roads were not bad.

As usual there was more than enough food, even for our crowd. The club furnished the barbeque, and the gals brought wonderful side dishes. Only one brave soul drove their Triumph. The rest of them were tucked in at home, under their covers and waiting for better weather.

The meeting went well, and some great events are scheduled for the rest of the year. Arrangements have been made since and there have only been 2 that had to be changed. The Armacost Museum visit was cancelled, and we had to change the date of the Clinton trip to see the Desoto Dealership. We moved it from Sunday to Saturday the 20 of March. We scheduled 3 work days at Harvester's, if you haven't been there give it a try. Check your calendars and if there is something else you want to do let us know.

Thanks again Larry and Linda.

Jack

Advertising Rates

Support The Kansas City Triumphs by advertising to a dedicated group of enthusiasts. Advertising is billed annual and prorated through the year

\$80/year 1/2 page

\$40/year 1/4 page

\$30 for a business card

Contact Ckigar@hexnut.us

VTR 2009:

The trip from Stilwell Kansas to San Luis Obispo, CA.

Brake light

9/26 – 10/10

In the winter of 08-09 we saw the news online about the combination VTR and Triumphfest event in SLO to take place in October. Oh, my gosh, an event in the Fall! Pat half-jokingly said maybe we should go. We don't trailer the British cars anyplace. We've driven the TR to New Mexico and the Spitfire to Breckenridge, but nothing as far as the coast. The fact that we wouldn't be crossing the Midwest in summer was the key point that kept this idea alive. Roger's reply: I think we should. Then began the logistics: what driving time would we need? What routes could we take? Where could we stop for the night? How many days off work would we both need?

We both put two weeks on our work calendars and go to work on the rest.

Preparing for the trip, Roger creates a hanger to mount a high brake light on a bow of the soft top. He also found some LED bulbs for the taillights, making both regular taillights and brake lights brighter.



Taillights

MP3

We have an adapter for the cassette player that's in the console. Roger bought an MP3 Player and upgraded it to 16 Gig, then converted our CDs to put on it. The TR has some old Radio Shack speakers in plastic pods behind the seats on the floor. He found some new speakers that fit in those units, and this completed the upgrade of sound for the trip.

The 85 albums on the MP3 were set to shuffle. We start the trip that Saturday morning with a mix of "Let's go to the hop" and Janis Joplin and "Can't live - if living is without you" and "Round, round, get around, I get around." That last one was perfect road music!

By the time we are driving at 75 with both windows open, there is no point in music – new system or not. The exhaust noise and the wind also keep conversation to intermittent comments about things directly at hand: "Gas is getting low." "Is this window too breezy for you?"

The older cars like this don't have spaces for stuff, and it can be particularly challenging to keep small things corralled. Roger made a hanger for the MP3 player with fabric and Velcro. It hangs just under the dash on the passenger side, and works great.



GPS Unit

The Tool Guy (Roger) made a bracket for the GPS unit that hooks in the dash-top ash tray. The GPS is visible to the driver *and* passenger and yet is out of the way of the gauges. This represents a milestone in our history of owning the TR; with aftermarket wheels and low-profile tires, the GPS actually gives us a fairly accurate speedometer for the first time.



Car is loaded and ready to go.



At this time you may be wondering what we take on this trip: One duffel bag each for clothes. A tote bag or two. This laptop. A collapsible vinyl box in the back seat goes on every Triumph trip to organize the back shelf. A small canvas tool kit. No car parts. Should have taken fuses, but that's a story for another time.

Day 1 Saturday, Kansas & Colorado

We take some Kansas highway photos, to document the car's adventure on the road. A few hours into the drive today, Day One, we stop at a rest area – still in Kansas. A woman who looks to be about 80 years old is waiting by the car when we came back to it, has to know what it is. "It looks English." (Was it dripping?) She goes on about how

cute it is. Later this evening in Limon, CO, at the hotel more people ask us about the car. One man had owned a Healey 3000 and sold it when he had children. He talks about sports car racing days in Hutchinson. He's hoping to get one again. Outside of Kansas City or Johnson County people ask a lot more about the cars. We've noticed it with the MINI, too. Maybe it's just in small towns or on vacation people have more time to talk.



We take a slight detour off of 70 after a gas stop. The tiny town of Culver was having a flea market six miles up the road from our stop, and we're in an exploring mood. The last ½ mile was chip and seal. The town streets – all 8 of them, were gravel. Mostly in this area we saw pickups and muscle cars, but in one driveway sat an MGBGT, looking in good condition. Overall, the town looks like it doesn't expect company again, ever.

This tiny interesting building was at one time the Culver Water Office.



Wind farm in western Kansas



Old wind power and new wind power.



We keep passing these England trucks on the drive west. We take this as inspiration.



to take CH 86. The drive is prairie-beautiful and the roads in good shape. What more can a Triumph ask for?



We stay the night in Limon, CO, at a Comfort Inn. We get there kind of late and walk over to a Subway in a truck stop for supper. We keep that "road" theme going. We stop at a lot of stations that serve truckers on the trip and find that "other world" interesting as shown by the things they buy and services they use. We always hope that those DVDs they rent or buy are not viewed while they're driving.

There is a car wash in Kiowa, so we stop and wash the car. (Bugs!) The car wash is unusual in that there were businesses on the second floor above the wash bays. We like the sign by the bill changer.

Day Two – Sunday, Colorado & Utah

As we are getting packed on Sunday morning, we look out at the parking lot and see a DeLorean and an older (70s?) Lincoln with suicide doors. Per capita, this makes Limon pretty interesting for auto enthusiasts.



There are also 2 young boys who go over to the TR and walk around it. We hope to find them downstairs to give them a chance to sit in the car, but they are already gone. At the gas station two men come over and ask if they can take a picture of the car. They are riding motor scooters from Omaha to Pikes Peak via secondary roads. Friends had told them it couldn't be done, and these two were out to prove them wrong. Since they are on the return leg of the trip, we believe they have made their point.

In Elizabeth we are looking for 35mm film. The first place we stop does have one roll of film, but it expired in October 2000. We decide to pass.

We have two choices for the start of the trip today: continue west on 70 or take CH 86 over to I-25 then up to Denver. We decide

Also, in Elizabeth is a Willys pickup for sale (\$2,600). It looks complete, and the body was fairly rust free. But it definitely needs a paint job. The paint has been sanded off in places like someone had started on it. (We can relate to that.) The interior is rough – upholstery is shot, no headliner and the inside door panels are

gone. But the gauges are there. Pat has a real love for that old, square shape, and it was hard to leave it behind. We think of it as The Jeep Pickup that Got Away.

On the west side of Elizabeth, we find fresh film at Wal-Mart. This was the point in time where we start thinking, yet again, of exchanging the old film Nikon for a new digital. At the very least, we should be stocking up on film before the trip. We weren't prepared for film being hard to find.

We plan on eating in Castle Rock, but we miss seeing any interesting (non-chain) restaurants. So we head up toward Denver on I-25. We find a Wendy's and eat there, trying to save some time as we have managed to fall behind – we are averaging about 30 mph at this point.

Studying the map, we decide to catch I-470 around the southwest side of Denver to I-70 instead of going straight through Denver. It looks shorter and faster. But not long after we turn on to 470 there is road construction, one lane, and it is stop and go for 30 minutes or more. Sunday, and they're trying to get road work done.

Construction ends, and the pace picks back up. We are doing just fine, the TR is running smoothly, the sun is shining. Did we mention the area was beautiful? It's Colorado, so you know that.

Pat mentions there are brake lights ahead on the Corvette we're following. The Corvette moves to the left side of the lane and onto the shoulder lane. Roger brakes quickly and follows the safe path through large metal parts that are strewn across the highway. Two bikes and bike rack have fallen off an SUV, covering half of our lane and all of the lane to the right. We'll never look at those bike racks the same unconcerned way again. And, it's a good lesson about not following too closely.

On I-70 we head west, finally happy to be moving at highway speed again, about 75. Through west Denver we find ourselves trailing an Aston Martin DB9 until the driver lets us pass. Our music today is eclectic: Dinah Washington, Cheryl Crowe, Doc Watson, Jethro Tull.



We stop in Vail for gas and to clean the windshield - so we could see and so there would not be as many bug splatters in our pictures. Kansas and Colorado have a lot of bugs. Or they did before we drove through, scooping them up by the dozens on our grille and windscreen. We feel we are doing a real service to the countryside, decimating the insect population as we cruise.

We see our first Triumph; a white TR 6 from Minnesota that we know has to be on the way to the show.

We stop in Grand Junction for supper at QDoba Mexican Grill. One of the workers asked about the TR. It turns out her father lives in the KC area.

We get back on I-70 and see another TR6; when we caught up with it we realize it is the same TR6 we saw earlier. That driver must not eat.

After driving into the setting sun, we finally make it into Utah, and the angle of the road

changes so the sun is not setting right over the highway.

We are cruising along, everything is great. As we are going past Green River, Pat mentions that we probably need to stop soon to get gas. (At about 20 mpg, we're stopping a lot more for gas than we're used to.) Our destination that night is Torrey, Utah, and should be in range of the gas that we have left, but just barely. After we go past Green River, Pat sees a sign that says there are no services on I-70 for the next 100 miles. This sign appears AFTER the last available gas stop on I-70. We make it to the exit for highway 24. There are no signs for gas stations - just signs that point to towns, out of sight; one north, one south - with no distances.

So, while Pat is cleaning the windows (bugs again!), Roger calls the Sandstone Inn where we plan to stay. They assure us that there are two gas stations in Hanksville, 44 miles and within easy range of the gas we have left. So we tool on down the road in the very black night until we come to the t-junction in Hanksville and see the gas station. That is, we see the pumps. There seems to be no gas station. There is just a door in a sandstone cliff that was hollowed out years ago to make rooms. Was there a lumber shortage? It sure is environmentally friendly.



We finish the drive to Torrey, arriving at the Sandstone Inn and Restaurant about 9:30 p.m. We can see nothing of this last country we've been driving through.

Day 3 – Monday, Utah

This is a day for sight seeing and a break from driving. As we walk out our door, we get our first glimpse of the area, since we arrived after dark. Wow! Is it pretty! There was a tiny drip of anti-freeze at the lower radiator hose that Pat fixes easily with a clamp tightening.



We talk to some motorcycle riders who suggested we take a drive down Highway 12 - which they describe as beautiful - today

and then take the same route on the way to a stopping point near Las Vegas.

We talk this over and decide we selected this area so we could go to the Capitol Reef National Park, and we make plans to take Highway 12 tomorrow. So we go for seeing Capitol Reef.



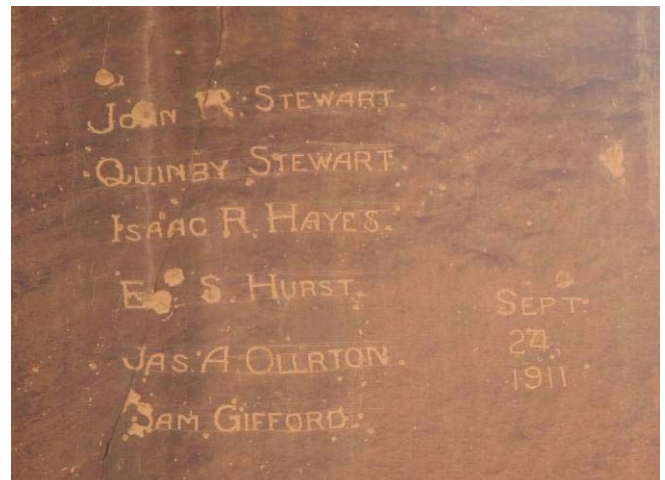
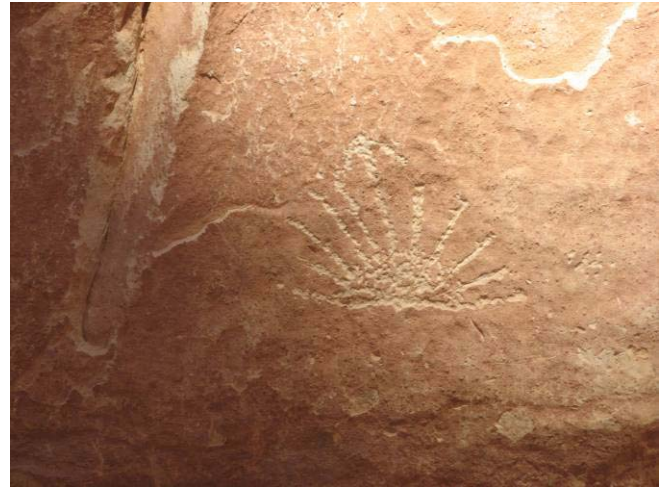
We read about an eleven mile loop that we decide to take. Unfortunately, it does not exist. There is a 9 mile one-way paved drive, so we take that.

At the end of the paved road is a 2-mile dirt road. At the end of the 2-mile road are two hikes, one of which is a 1.5 miles, which is just about right for a leisurely vacation day. After debating on taking the TR down the dirt road, Roger talks to some people who just came back from the drive. They assure him that the road will be fine for the TR. So we go for it, after putting the top down so we can see the towering cliffs hundreds of feet high on both sides. The car will be covered with dust inside and out, but we gladly accept this as the price of adventure.

We drive down the dirt road without a problem and get to the parking area for the trails. After walking around for awhile we decide to do the 1.5 mile hike. How hard can it be?

Most of the hike is along the bottom of the canyon. In the early part of the 1900s it was actually used as wagon and car trail. Even

earlier Native Americans passed through the canyon. Both groups recorded their passages in the walls.



There is a sign pointing up and to the left saying The Tanks are .2 miles away. The tanks are depressions in the stone that hold water, and that's a landmark in this dry area. We decide .2 miles is not too far. We didn't take into account that .2 miles is really "outdoor talk" for 1 mile of steep, rocky slopes. We have unwisely armed ourselves for what was supposed to be a paved scenic drive with one bottle of water and two fruit bars. We're now on a hike over rocks in the desert and the sun and temperature are climbing. We know better. We do it anyway.

After stopping and debating the continuation of the hike several times, we made it to the tanks.



The car is taking on its “desert burnish”



After the hike we decide the first order of business is getting something to drink, so we stop at an historical house in the park that sells pop. We buy cold root beer, which tastes wonderful when you’re hot.

The second order of business is getting something to eat. It is now 4 p.m. and we have not eaten anything except snack bars since breakfast. When we get back to Torrey, we discover that the restaurants do not open until 5.

We select the Rim Rock Restaurant, as we are told they have great food and a great view. This turns out to be correct on both

accounts. The couple next to us discovers we are driving the cute, white, dusty car out front. So we strike up a conversation.

It turns out they are from Maine and flew out to make a tour of the national parks in the Utah/Arizona area and have just arrived in Torrey from Bryce Canyon via Highway 12.

They do not recommend it as a route for us to go to Las Vegas. While the highway is very beautiful, most of it is 25 to 30 mph, so it would be a very long day to make it to Vegas in one stretch.

Using secondary roads in Colorado and Utah have made the trip more complicated, while more interesting. In Kansas, secondary roads are still straight and you can drive at 60 mph. In Colorado, we average 35.

The car is stumbling at low rpms. Is this an altitude problem or something else? It runs great at 50 mph +. We’re at 7,000 feet elevation here in Torrey. There is talk of snow in northern Utah “in the higher elevations.” How high is that?

Day 4 Tuesday, Utah and Nevada

Taking the advice of the couple from Maine we opt for what looks like a faster route.



We will head out of Torrey on Highway 24 to Highway 62 to Highway 89 to Highway 20 then to I-15. We start off down the highway. It's a wonderful drive. Nice scenery and roads. As we approach Highway 20 to turn west to I-15, we talk about how enjoyable the drive has been and we don't really want to head out to I-15 yet, but we are leery of what the roads will be like continuing down 89, as at least part of it goes through Cedar Breaks National

Monument. Pat calls the toss – heads we go on down 89, tails we head over 20 to I-15. It is tails, but we continue down 89 anyway - that is the advantage of being able to ignore the results of a coin toss.

Along the way, Roger checks the distance to Cedar City with the GPS unit. It is 35 miles. So we decide to eat there for lunch.

The Road is GREAT! We drive through an astonishing 5-mile-wide grassland valley, up mountains, past walls of rock, tall green pines and yellow aspen up to 10,000 feet.



About the time we get to the view for Cedar Breaks we realize the GPS unit was reporting the 35-mile distance as the crow flies, not via road, as it has not figured out a route yet. Unfortunately, the navigator (Roger) did not realize this distinction. So by this time we are starving. Pat gets very cranky when she's starving.

Finally in Cedar City, we find a car wash to clean off all of the dirt accumulated in Capitol Reef.

After washing the car we stop in The Bard's that has English-inspired food, except it's good. They have high tea, but we opt for burgers and English style chips. The woman manager runs into us outside near the car, telling us she used to own at TR7.

We are now on I-15 and our speeds have picked up. The temperature is 94, which is hot, but not as hot as the 105 in this area the day before. The winds are horrible, stirring a fine dust in the air across this flat desert, and we slow down the speed to make the car temperature easier to manage.

About 6 o'clock we arrive in Primm, Nevada, which is very close to the California state line. Finding a hotel in Primm by Web has proved to be difficult. Most of the web sites find hotels in Jean which is 11 miles north, but not in Primm. We know there is at least one AAA-approved hotel in Primm, as we saw it the night before on the AAA web site.

After a call to AAA, during which they can not find a hotel in Primm or Jean, we take our chances with Primm Valley Resorts - we were parked in their parking lot while Roger was calling AAA. The rooms are horribly expensive (\$26 per night). To make matters worse, my birth date was the same as the sister of the clerk checking us in. She thought that deserved something special, so we were given three

coupons, two were for two free buffets each; the third was for two free drinks.

It's a good idea when driving this way to fill up with gas in Nevada, because the price takes a great leap just across the state line in Sunny California.

Day 5 Wednesday, California

The cool front bringing all that wind and snow to northern Utah has brought us temperature relief – about 80 degrees today. When we reach the VTR show, we learn that some of the participants crossing this desert two days before us did so in 115-degree heat. On the MP3 player: Rod Stewart, Eric Clapton, Sheryl Crowe – “A Change Will Do You Good.” Yes, indeed.

On the road for the last leg into San Luis Obispo. A lot of the area is very flat, even by Kansas standards. We follow I-15 to CH58. During this stretch we see more Triumphs, 3 on trailers. Then, when we pull off to change drivers, two TR3s under their own power go past on the highway.

It is past lunch time and choices are looking slim. There are a couple of signs on the highway for food in Boron; one for sure, K and L Café and Domingo's that has two addresses that might be Boron. We go by the signs too fast to be sure of the small print.

At the exit we head into town, and start thinking this has been a bad choice. There are no more signs for restaurants, but we continue. At a 4-way stop sign we notice a giant piece of mining equipment proudly on display – a local cultural attraction - and a sign for Domingo's Mexican and Seafood Grill.

When we go in we are greeted very warmly by the waiter and the owner, who both shake our hands. The décor is mixed, to say the least; an electric train running around the room just below

the ceiling, pictures of jet planes and astronauts, a statue of pelicans, models of airplanes and space shuttles and Mexican-themed decorations.

We soon find out the reason for the aerospace decorations. Boron is at the edge of Edwards Air Force Base, the backup landing spot for the space shuttle. Over 100 astronauts have eaten at Domingo's. The owner, Domingo Gutierrez, has been photographed sitting in the commander's chair of a functional space shuttle, taken for a flight in an F16, and been given a California flag that has been in outer space. Photos of the flight crews are on the walls, all autographed to Domingo. He takes us back to his office to show us more memorabilia and a photo of himself with Chuck Yeager. We found this restaurant and cultural point by accident!

The food is excellent! Definitely worth making a stop if you are in the area.



There are more beautiful roads as we make our way across California on Highway 58. Carrizo Plain National Monument.



We are having trouble with the car juddering on starts. So we decide we will email the Triumph list when we land for the night and call any VTR/Triumph support people we can find once we get to SLO and our B&B.

When we get to the B&B (Petit Soleil) we discover that the parking lot that the B&B shares with the café next door only has about 15 spaces and is full when we get there at 6 p.m. After finally finding a parking spot on the street, we go in and talk to the people at the B&B desk. Their solution is for us to try the parking lot later, park on the street which has 2 hour parking from 9 a.m. to 6 p.m., or park in the lot of a neighboring business. Then again, the neighboring business has been known to tow cars from their lot.

Strangely, we don't like any of those options. So, it is back on the phone this time to Choice Hotels. They have two motels in SLO. Roger asks for the closest hotel to the VTR show, which turns out to be a Roadway. It has off street parking spaces for its customers, what a novel idea!

An email is sent to the Triumph.net email list about the juddering clutch. One suggestion is oil on the clutch; which Roger thought was possible, but is hoping is not the case.

Day 6 Thursday, VTR

We go early to the VTR hotel to pick up our registration packet and look for technical help. We are pointed to a group of people. Hermann van Akker (?) agrees with the idea that it might be oil on the clutch from the rear main seal. He lives 2 ½ hours away and has tools there. He offers that if we don't have it fixed by then we can follow him to his home on Sunday and he will work on it. He also knows of a B&B that we could stay at.

We hope for an answer sooner. We find a local mechanic who works on British cars and will look at the TR250. After driving around the

block and putting it on jack stands, he is convinced it is the differential mounts. He offers to order them and work on the car tomorrow. We think this sounds great, it is a load off our minds that it is the mounts and not the clutch. For an old British car, this is a good news day.

Pat goes to the VTR chapter presidents meeting, Ted Schumacher's tech session, plus Ted and Mike's "History Lane" talk.

Roger runs the autocross and has fun, but he places near the bottom of the class. The picture is of a TR4A.



Day 7 Friday, VTR and car repair

We take the TR 250 to the shop at 9:30 a.m. to let them start working on the car. We eat breakfast at McClintock's pub about two blocks away, then walk to the Mission San Luis Obispo de Tolosa. The mission was built in the 1700s, and the town of SLO grew from that beginning.



After shopping and eating lunch, we head back to the shop to see if the car is done.

The car is still up on jack stands and the muffler is lying on the floor. The 250 will be taken to a muffler shop to have the exhaust welded back on. The shop expected the part to get in around 10 am, but UPS did not deliver until almost 2.

The owner of the shop, Peter, moved to the U.S. from England about 30 years ago to get away from being a mechanic. He got to California about the time that British manufacturers were pulling out of the States. People kept asking him if he could work on British cars, so he ended back in the business. He and his son run this impressive shop.

Charles Runyon (TRF owner) makes a visit to the shop with his TR3 while we are there. He has driven his car from Pennsylvania and needs his oil changed before he heads back.

The shop is unusual in that they don't have lifts or hoists to work on cars. They buy, sell and repair cars, many of which are shipped back to Europe.



The son collects bicycles, primarily American, though he has a Swiss Army messenger bike hanging from the ceiling.



Due to the time in the shop we miss doing a couple of events we had planned to participate in. The car did get done in time for us to do a dinner drive with 5 other cars. We ate at Rosa's at Pismo Beach for Italian food. The food was good, the conversation and company were excellent. The cars: British!

Day 8 Saturday – VTR Show Day

We have to have the car in place by 8 a.m. and ready to be judged. We don't have as much time to clean the car as we would like, and there are still bugs from Kansas, Colorado, Utah, Arizona, and Nevada under the hood. Outside it is cleaned up pretty well.

There are about 280 Triumphs here. Some of them are pretty rare, at least in the U.S.: Dolomite Sprint, Standard 10, 2500 wagon, 2000, Vitesse, Gloria, Gloria Southern Cross and Italia as well as more standard Triumphs; Spitfire, GT6, TR2 – TR8, Stag and Herald.



Italia



Standard 10



Triumph Roadster 1800



Heralds and Vitesse.

It's fun talking to the different owners and hearing where they had come from. A dark green TR 250 from Canada was driven by a man named Peter. Peter shared some secrets on treating dashes and door panels (use baby oil) as well as some general thoughts about Triumphs. We exchange contact information. Everyone has information that can help someone else.



GT6 reflected in Spitfire Hood Pat's TR 250

The judging is done, and people are drifting way in the early afternoon. We decide to do one of

the self-guided drives that we missed on Friday. We drive south on Pacific Coast Highways 1 and 101, so we could go along the ocean.

It was breezy and cold so we did not spend much time out of the car or near the beach. We did stop and take pictures of the pelican rookery. There were pelicans, gulls and cormorants.



Saturday night was the awards dinner.

John Macartney is honored for driving the Stag 15,000 miles. Cecil and Mia Wise, the only other Kansans there, win the normal long distance award for driving around 3,300 miles to the show, win a gold plus award for their Vitesse and possibly another award. Cecil wins his class in autocross.

Pat wins a gold plus award for her TR 250.

They announce the sites for the next two VTR shows; Jekyll Island in 2010 and Breckenridge in 2011, which will be another joint show with Triumphest.

Day 9 Sunday, California and Nevada

The time has come to start the trip back to Stilwell, but first we have to do some laundry. (In a Triumph, you pack for one week and do

washing for the second week.) We find a laundry close to the motel, and El Nabor (Mexican restaurant) is across the street, so we walk over to have breakfast burritos.

With housekeeping chores behind us, we can start the drive back. We wanted to spend a couple of nights near Yosemite. After seeing Ansel Adams pictures how could anyone not want to visit Yosemite? Unfortunately, when we looked at weather last night Yosemite was going to have a high of around 50. That seems just a bit colder than we are prepared for if we want to hike. We will go to Zion instead.

All along the highway people wave, give thumbs up or talk about the car if we're stopped. Our careful organization in the car is slipping a bit. Where did the cinnamon bears go? The show trophy? Crowded to begin with, the car is cramped with purchased books, clothes and a new purse.

The first part of the return trip will be using the same roads back to Primm, NV. Highway 58 is just as pretty going east as it was headed west. There is a road that skirts around Bakersfield which looks faster and less trouble, so we use it.

Boron is on the path, and we time the drive so we can eat at Domingo's again. The food is just as good, and everyone recognizes us as having been there a few days earlier. The restaurant is very busy with at least two big parties, so we don't have time to talk to Domingo. It makes us glad that we ate there when it was slow the first time through.

Our planned stop at Primm does not work out. The hotel has raised the prices to discourage people from staying there, since they are doing some renovations, and a lot of services are not available. The hotel clerk offers to make a reservation at Whiskey Pete's across the highway at a whopping \$16.00, so that is where we stay.

Day 10 Monday, Nevada and Utah

On the road again.

To visit Zion National Park we stay in Springdale, just outside the park entrance. As we're checking in to the hotel another guest stops us at our car and says he used to own an MGB. We have been to Zion before and we know it is beautiful. The town and park have a shuttle system so good that you really don't need to drive to get around. At this point in our journey, that sounds excellent.

The Grand Canyon is amazing as you look into the giant chasm, but in Zion you are at the bottom of the canyon instead of the top, so you get to see the river, falls and lush green areas.

Day 11 Tuesday

We take shuttles to three different trails to hike and take pictures. Weeping Rock, Menu Falls (so named because its picture was used for the menu of the Zion Park restaurant) and the River Walk.

Part of the River Walk is actually in the river. You can wade a long way in the river in the slot canyons as long as the water is not too high, there is no danger of flash flood, and the weather is not too cold. The water is cold enough to make the bones ache. Well, it is way too cold and late in the day for us to try the river hike, so we just do the part of the trail that is not in the water.



Weeping Rock
River Walk

Day 12 Wednesday

We decide a southern route would be best so we can have less chance of running into snow. So we are headed for Winslow, AZ, about 50 miles east of Flagstaff. Flying down a 2-lane highway in Utah we pass a man stopped by the road to take a picture of scenery. He turns and takes a picture of us going by, giving us a thumb's up.

The clouds in the sky give the sandstone mountains and cliffs more definition and change the colors, but they also bring the first rain that we have driven through on the trip. Fortunately, it is a light and scattered rain.

Lunch is Navajo Tacos at Cameron Trading Post, one of our favorite stops when we are in the area. It is on the route from the south rim to the north rim of the Grand Canyon.

After lunch we head to the Watch Tower at the east end of the Grand Canyon National Park. This beautiful spot is the only place on the South Rim where people can see down to the Colorado River.





We continue to Winslow, AZ, to spend the night.

Another guest at the Holiday Inn here tells us he used to own a 250, and wishes he still had it. I told him it wasn't too late to own one again.

Day 13 Thursday, Arizona and New Mexico

We have to check out the "Standing on the Corner" statue tribute to the Eagles. The little plaza has a bronze statue, the painted wall and a couple of souvenir shops that pipe Eagles music outside, and it is fun to see. The mural on the painted brick wall shows the girl in the flat-bed Ford driving by. On the painted 2nd-floor window sill an eagle is perched. In another painted window, a couple embraces – an optimistic ending to the story in the song. The building behind that wall has burned, but they saved - and are restoring - the wall. People have contributed money by buying squares in the plaza floor with dedications to friends, quotes from Eagles songs. Some were really touching,

and altogether make a tribute to the power of music for people.



We spend the night in Santa Rosa, NM. Santa Rosa has a quite a car culture, and when we visit the car museum in town in the morning, we see posters and photos of car racing events in the 50s and 60s. They have a good selection of cars, tools, movie posters of the golden age of American autos. We see antique cars around town, too.

Day 14 Friday, New Mexico and Texas and Oklahoma

We are driving I-40, which closely follows Route 66. The Petrified National Forest is just off the Interstate, so we take a detour that includes a drive through, plus stops at some of the highly recommended points. If you're looking for a 45-minute tour of a national park, always start at the visitor center, where you can get expert advice from the rangers.

In addition to the petrified logs there are the remains of an Indian Pueblo and some petroglyphs. On the drive through the park just across the Interstate we see a wide dirt path going west that is marked as part of old Route 66. From the north end of the park you can see stunning views of miles and miles out into the Painted Desert, making this stop a wonderful detour.



Supper is in Shamrock, TX. It is amazing what you can stumble into without half trying. We saw a cool old Conoco Station that had been turned into the Chamber of Commerce. The building was used as the model for a garage in “Cars”, the animated movie.



In Elk City, OK, we stay at an old motor court that was on the old Route 66 right down the main street of town. Looking like it had decent repair on the outside, it turns out to be a scary reminder of why Holiday Inns were invented – to give the traveling public safe standards in lodging.

Day 16 Saturday, Oklahoma and Kansas

We start the day by going to the Route 66 National Museum in Elk City. You can sit in the back half of a Cadillac and watch a movie as though you are driving down the old road. Another film shows the development and transition of the road into our culture.

In Wellington, Kansas, (almost home) we stop at Penny’s Diner for a mid-afternoon lunch. It seems a fitting place to eat the last meal of the trip.



It has been a fabulous road trip. We would both do it again in a minute. Maybe next year in Georgia? Let's motor.

Roger Elliott-Pat Fischer

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Heartland MG Regional Car Show

+

We're writing to invite you to the 21st Annual Heartland MG Regional Car Show **June 11&12th**. We hope you and your friends will add us to your 2010 schedule.

The show will once again be held in the lovely Santa Fe Commons Park, in the heart of historic Downtown Overland Park, KS. For those of you attending in the last 3 years, you already know what a super location this is. Many large trees for shade, grass for your car, modern facilities and lots of other activities, restaurants and shopping right next door.

We'll again start the day with our very popular "Pancakes in the Park" served with hot coffee, sausage and juice. Register early and get a free T-shirt and a free breakfast!

Three trophies for each class, drawings, silent auction... lots of fun all day. Also, if your driving in Friday... or a KC local... we will again host our Friday Night BBQ all free!

Please go to our website WWW.HEARTLANDMGREGIONAL.COM for much more details, pictures from last year's show and a Registration Form you can print, complete and mail in.

If you know of others who would like more info on the show, please give them our website address. On the opening Webpage, lower left corner, there's a place to add their names and E-mail addresses so we can keep them informed of future developments!

Mark **Friday, June 11 and Sat, June 12th** on your calendar... Hope to see you all there!

Pretty Girl e il trionfo!

Craig & Kim Simon sent these snapshots



Dad's ship in background, sailor friend of mine



Gaeta, Italy... 1975... heading out for a drive.

COMMERCE CHECKING BALANCE

COMMERCE CHECKING BALANCE 1/1/10	\$2,194.07
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INCOME

Advertising	\$0.00	
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$0.00	
Membership Dues, Renewal	\$0.00	
Other Inc	\$57.00	
TOTAL INCOME		\$57.00

EXPENSES

Administrative Supplies	\$0.00	
Bank Charge	\$0.00	
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$219.26	
Gifts, Awards	\$0.00	
Gifts, Misc	\$66.98	
Insurance	\$0.00	
Misc.	\$98.63	
Newsletter	\$19.98	
Registration, Kansas State	\$0.00	
Reimbursable	\$0.00	
Website	\$0.00	
TOTAL EXPENSES		(\$404.85)

COMMERCE CHECKING ENDING BALANCE	
02/28/10:	\$1,846.22

CASH BOX	\$35.00
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TOTAL KC TRIUMPHS CLUB TREASURY 02/28/10:	\$1,881.22
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2010 Budget

	1/1/2010	-	12/31/2010
Category Description	Actual	Budget	Difference
INCOME			
Advertising	\$0.00	\$60.00	-\$60.00
Banquet, Current Year	\$0.00	\$1,273.00	-\$1,273.00
Banquet, Prior Year	\$0.00	\$0.00	\$0.00
Membership Dues			
Membership Dues, New	\$0.00	\$350.00	-\$350.00
Membership Dues, Renewal	\$0.00	\$1,490.00	-\$1,490.00
Other Membership Dues	\$0.00	\$0.00	\$0.00
TOTAL Membership Dues	\$0.00	\$1,840.00	-\$1,840.00
Other Inc	\$57.00	\$477.00	-\$420.00
TOTAL INCOME	\$57.00	\$3,650.00	-\$3,593.00
EXPENSES			
Admin Supplies	\$0.00	\$33.00	\$33.00
Bank Charge	\$0.00	\$0.00	\$0.00
Banquet Expenses, Current			
Year	\$0.00	\$1,339.00	\$1,339.00
Banquet Expenses, Prior Year	\$0.00	\$0.00	\$0.00
Charity	\$0.00	\$725.00	\$725.00
Entertainment	\$219.26	\$553.00	\$333.74
Gifts			
Awards	\$0.00	\$43.00	\$43.00
Misc.	\$66.98	\$100.00	\$33.02
Other Gifts	\$0.00	\$0.00	\$0.00
TOTAL Gifts	\$66.98	\$143.00	\$76.02
Insurance	\$0.00	\$150.00	\$150.00
Misc.	\$98.63	\$247.00	\$148.37
Newsletter	\$19.98	\$58.00	\$38.02
Registration	\$0.00	\$40.00	\$40.00
Reimbursable			
Other Reimbursable	\$0.00	\$0.00	\$0.00
TOTAL Reimbursable	\$0.00	\$0.00	\$0.00
Website	\$0.00	\$168.00	\$168.00
TOTAL EXPENSES	\$404.85	\$3,456.00	\$3,051.15
OVERALL TOTAL	-\$347.85	\$194.00	-\$541.85


Pensacola British Car Show

The Pensacola British Car Show is April 17, 2010! Sponsored by the Panhandle British Car Association (PBCA) and held at a breezy park next to the waters of Pensacola Bay that lead to the Gulf of Mexico. Our host hotel is on Pensacola Beach, which is a barrier island with lots of tourist attractions. Make it a family vacation and bring your Spitfire or GT6 for some British car fun. Last year we had eight Spitfires and in 2008 we had six total (5 Spitfires and 1 GT6). Eight is the record matched also in 2004. Can we do better? It may be hard in this economy, but I think it's possible. Four of the eight from last year came from way out-of-state like Indiana, Kentucky, and Louisiana. You can too! We have a free dinner at the host hotel on Friday night to welcome you to Pensacola. We also have paid security in the parking lot during the show weekend. The show site is right at the end of the interstate highway by downtown Pensacola and close to many fine restaurants. See our website for pictures of previous shows and more details.

<http://www.pbca1.com>

(The show artwork is still from last year but don't let that trick you. We are having a show for 2010!)

Cheers,
Mike Japp
PBCA Webmaster

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The tin worm never sleeps! But I think there is good news for owners of old British cars. Recently I had my 2000 Hyundai recalled to check for rust inside the sub frame. They were concerned that these 10 year old cars might have enough rust to be structurally compromised. I checked myself and the K-member looked fine to me. But to humor the experts I took the car to the dealer. They drilled some new drain holes in the box section member and when they looked inside there was indeed significant rust eating quietly away at the steel. So they installed a new one that is better protected on the inside and has more places for moisture to drain out. And they did this at no cost to me.

Now I'm pretty sure a high percentage of our well loved British cars have rust

inside enclosed parts of the frames and rockers. TR7's and 8's have a front sub frame not unlike my Hyundai. And given enough time the tin worm will eat away sufficient amounts of the metal to weaken the structural integrity. And that is good news because we can now expect to be receiving a recall letter in the mail instructing us to take our cars in to the dealer to get those rusty parts replaced for free. Now where is the nearest dealer China or India?

Oh wait, I forgot that our cars were designed with engines and transmissions that purposely leaked enough oil to keep the underside of our cars well protected from rust. I guess I don't have to stand by my mailbox waiting for my recall letter after all. -

Steve Olson

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Club Director

Jack Edwards

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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

Kansas City Triumphs 2010 Calendar of Events

MARCH:

4 Club Night Out
13 Workshop @ Craig's
20 Clinton Desoto Dealership
30 Harvester's (6:00/8:00)

APRIL:

1 Club Night Out
10 Shrine Swap Meet
24 Olpe Chicken Run
28/5-2 SC VTR – OK City

MAY:

1 Lutheran School Drive
6 Club Night Out
8 Cobra Cruise
9 Lawrence Swap Meet
15 Workshop @ Craig's

JUNE:

3 Club Night Out
5 Lawrence All British
11/12 Heartland Reg Show
18/19 Smith Museum
26 Adrian Tractor Pull
MG Blues Cruise
27 Art of The Car Show

JULY

1 Club Night Out
3 Airport Sock Hop
10 Drivein Night
17/18 Lake Trip
23/25 Carthage Show

AUGUST

3 Harvester's (6-8)
5 Club Night Out
14 Lake Garnett Picnic
19/22 Heartland Races

SEPTEMBER

2 Club Night Out
4/5 KC All British
11 Overton's Picnic
17/19 Fayetteville Show
18 Shrine Swap Meet

OCTOBER

3 Lawrence Show
7 Club Night Out
9/10 Rocheport Trip
20/24 VTR NAT Show
23/24 Fat Run
30 Chili Super

NOVEMBER

4 Club Night Out
13 Workshop @ Craig's
23 Harvester's (6:00-8:00)

DECEMBER

11 Christmas Banquet