



TR TIMES

The bimonthly newsletter of the Kansas City Triumphs Sports Car Club

Volume 33 - Number 4

July 20, 2011

Welcome New Members!

| | |
|-------------------------|------------------|
| George & Marcia Lasater | TR4 |
| Karl & Barb Christopher | 1974 TR6 |
| Tom & Peg Rowe | 1980 Triumph TR8 |
| Nolan Wright | 1959 TR3 |
| Joe & Terri Blackwood | Various |
| Bill & Peggy Lyons | 1971 Stag |
| Steve & Jayne Vehlewald | 1980 Spitfire |
| Ron & Mary Fox | 1968 GT6 |

AND...

In her very customized Triumph.. Penelope Pitstop! (well.. not quite, but that's what happens when I have more newsletter than pictures!)



Well.. it kind of does looks like a Spitfire to ME!

Chapter of the Vintage Triumph Register
<http://kansascitytriumphs.com/>



| Club Officers 2011 | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Director: Jack Edwards 816.348.0773 jackhedwards@gmail.com 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@Hexnut.us Membership Director: Stephen Boyse genobuf@aol.com |
| 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@Hexnut.us . ALL submissions will receive an acknowledgement. If you don't receive one, please call Chip (see above) |

<http://kansascitytriumphs.com/>

Directors Drippins XXIV

It doesn't seem like two months since I wrote the last Drippins, but a lot has happened in the last two months. The Heartland Show, Art of The Car, Cobra Cruise, probably the LAST Lake Garnett Picnic and the second trip to Harvester's and there have been a lot of other events that weren't on our schedule. I said probably the LAST Lake Garnett Picnic because only one person, from our group other than the leader went. The people that undertake leading these road trips or any event need to be supported by the club! This year we only scheduled the events that were voted on and had the most votes. I am including myself in this; I have only been able to attend 2 of the events. Our next two events are The Carthage Show and The Winery Jazz tour. Oops I forgot the drivein last week, we had a good turn out and Laraine and I did make it. We were down in numbers or the MG's were up (they beat us) I'm not sure which is right.

Laraine and I have canceled our attendance at all events except Club Night Out for the rest of the year, due to our Grandson's hospitalization.

A lot of you may not have heard our grandson Josh was in a diesel explosion June 10. He was burned over 85% of his body, and will be at KU Burn Center for most of the rest of the year. He has had seven operations so far and will have several more before he can be moved from ICU. Until he is moved he is considered in critical condition. We want to thank all of you for your cards, food, donations and prayers and positive thoughts. The group took up a collection last Club Night Out and gave Josh \$350.00. A lot of you have met Josh at our 30th Anniversary, Fayetteville or shows. He had talked to me 2 nights before the explosion if I still had the TR4 and if he could have it to restore. He wanted to restore it and put a 351 Cleveland engine in it. I'm sure Jay Smith can understand this, even if the die hards don't.

We miss being with our Triumph friends and driving with the wind in our face! Enjoy the rest of the summer and keep those Triumph's on the road.


Jack

Editor's Notes

Summertime, and the newsletter is skinny, but you'll find outstanding tech articles from Paul McBride and Steve Olson, a welcome to our new members and a new advertiser, Tim's Tire Center. Be sure to give Tim's a call if you need new shoes for your Triumph or your second car!

Steve Boyse reports that the Drive In event was a big success; there were about 25 cars from 3 clubs. The shows were Cars-II and Transformers-? Lots of snacks to share & approximately. 50 people to share them .Most came early, giving over an hour to gab and show off our cars too!

I'd been looking forward to catching the show at the drive-in...after all, it IS summer and .

 *Every time I have a date there's only one place to go
That's to the drive in
It's such a groovy place to talk and maybe watch a show
Down at the drive in*

*Forget about the plot, it'll do very well
But make sure you see enough so you're prepared to tell ...About the drive in!*

But that was the weekend of the replacement water heater, so I had to rely on what Steve saw.

John and Nancy Maas reported that

“Six of us left Raymore, MO and took a scenic, winding drive to Powell Gardens through the country following two detours for bridge construction. The detour roads were much more interesting than the ones originally chosen for the drive.

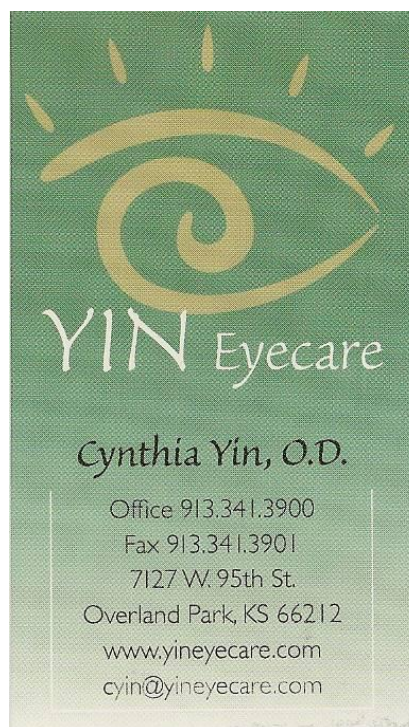
We toured Powell Gardens which were green and beautiful. Sandy Boyse is an authority on

plants and she guided us around the gardens.

We had a nice veggie lunch at the Powell Gardens Restaurant followed by a drive home with a stop for shopping.”

That's another on I missed out on due to some tickets to a show at the Folly.. but I WILL NOT miss the HIGHLIGHT of the summer, the July 29th event at Holyfield Winery, see you there!

Chip





Winners!

| CLASS | 1st | 2nd | 3rd |
|-----------------------|-----------------------|-----------------------|-----------------------|
| A (Prewar) | David Holm | none | none |
| B (TC) | Stewart Koesten | Bill Stueck | Chris Cassell |
| C (TD) | Craig Walker | none | none |
| D (TF) | Monte Short | William Richmond | Peter Brown |
| E (MGA 1500) | Craig Vaughn | Charlie Hoch | Ron Behm |
| | | | Terry Ostenberg |
| F (MGA 1600) | Mike True | Rob Camblin | Ken Grant |
| | Brian Goldsmith | | |
| G (MGB62-67) | Mark Beveridge | Morrell LaRue | none |
| H (MGB 68-71) | Sam Crouch | Mason Corbin | Rick Mills |
| I (MGB 72-74) | Andrew Helgeson | Don Scherer | Bob Cook |
| J (MGB 74.5-76) | none | | |
| K (MGB 77-78) | Terry Wilson | Bob Anderson | Diane Cotton |
| | | | Ken Vandruff |
| L (MGB 79) | Anthony Gronau | Randy Cohn | Dan Cupryk |
| M (MGB 80) | Bruce Cratty | David Balsillie | Joe Kueper |
| N (MGBGT) | Wayne Peterson | Rick Mills | none |
| O (MGC all) | Paul Briggs | Ed Madak | Jim Danielson |
| P (Midget all) | Jim Matney | Steve Olson | John Burrows |
| Q (Saloon) | none | | |
| R (Mod. MG) | Bill Davidson | Wayne Peterson | John Townsend |
| S (TR2-3) | Richard Woody | Tom Leiker | none |
| T (TR4,250,5) | Jack Edwards | Craig Vaughn | none |
| U (TR6) | Brad Boumgart | Bob Aguiler | Steve Boyse |
| V (TR7-8) | none | | |
| W (Spit-GT6) | Bob Weddington | Ed Blend | none |
| X (TR other) | Chris Funk | Bill Lyons | none |
| Y (AH 1004,1006,3000) | Jim Hager | Robert Fry | John Steel |
| Z (AH Sprite) | Steve Dupus | Victor Carter | Darrin Traub |
| AA (Other Brit) | Steve Morris | Tom Thaxton | Steve Morris |
| BB (Photo) | Jim Danielson | David Holm | Gloria Cook |
| BEST OF SHOW: | Bill Davidson | | |

“LED” TAIL & BRAKE LIGHTS FOR A TR3

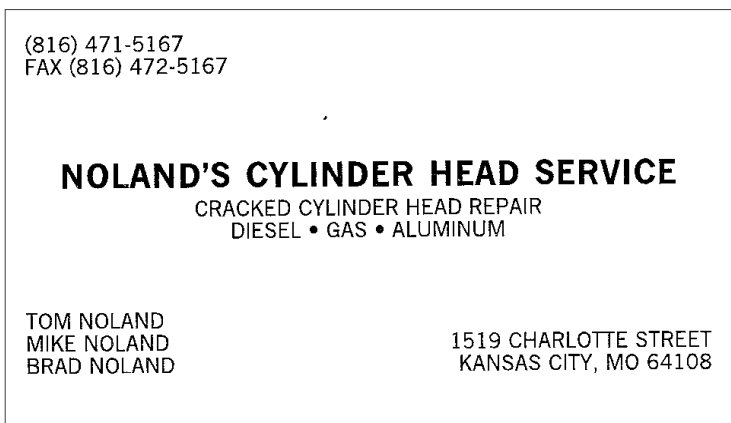
I recently ordered a set of LED's from Classic Auto LED's (www.classicautoleds.com) in the hopes of being, as their motto says, Better seen than Sorry.

I am very pleased with these 60 bulb units designed for the Lucas 549 tail lamp specified for the TR2-TR3, MGA, Jaguar XK 140/150 and others. They are available in positive or negative ground. LED's unlike incandescent bulbs are sensitive to electron flow. (Having been birthed into a Positive Earth Society, I would be askance to proceed with a ground modification to my TR3!) The electronic ignition and Triumph radio were other considerations, so I specified positive ground.

Following is my installation with pictures:

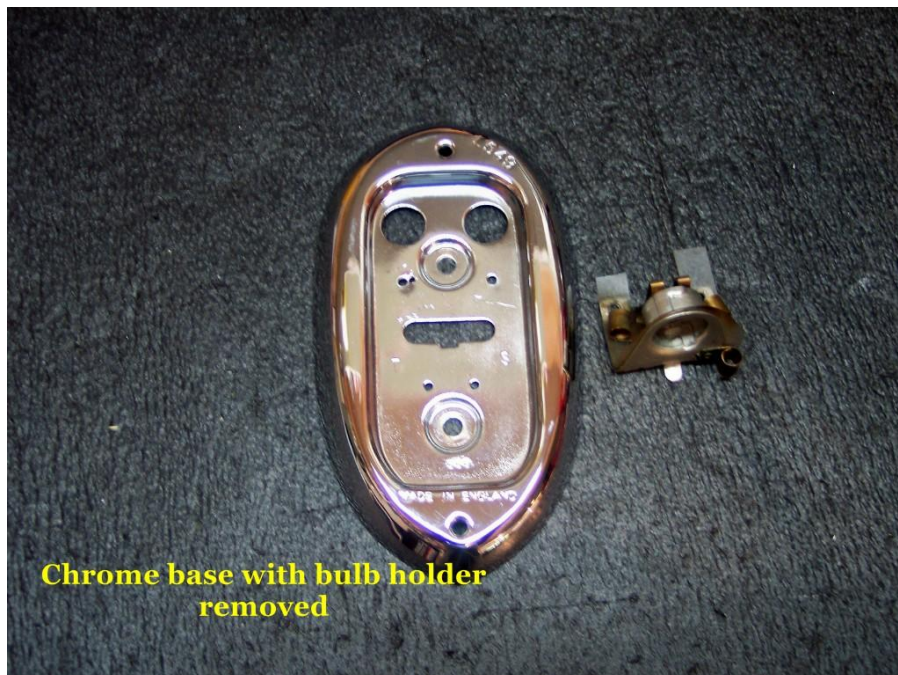
The included installation instructions were helpful but probably more accurate for the MGA. I will explain the TR differences.

They recommend checking the voltage at the tail light and confirming that it is within a few tenths of a volt of the battery. In spite of my 54 year old wiring, I was A-OK. They also recommend that you have Lucas lens as the circuit board will not fit some after market lens. This might also be a good time to renew the light to body rubber pad and the lens rubber gasket. (\$10/11) for all four.





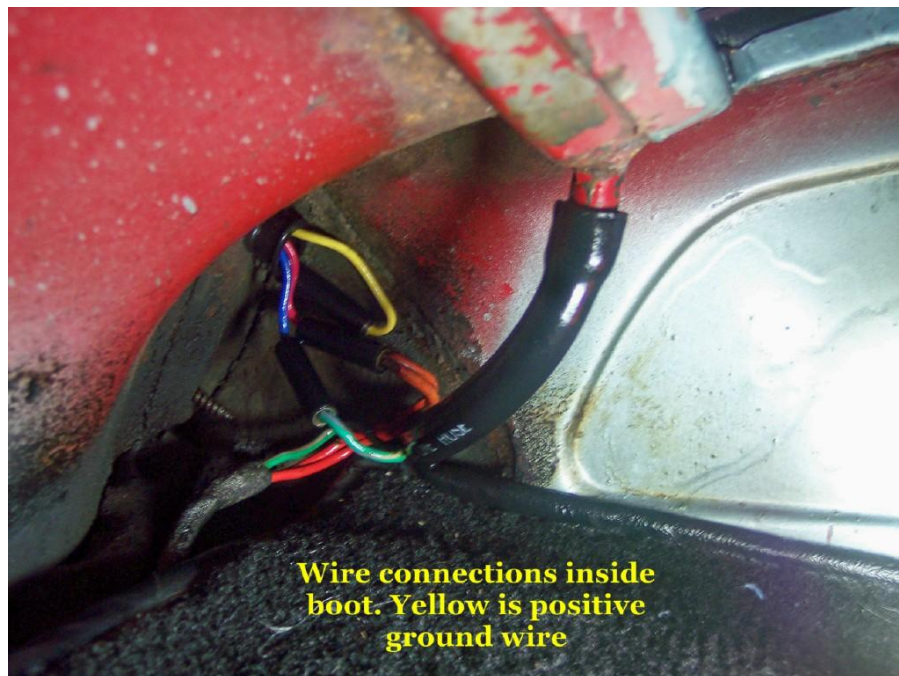
Remove the tail light lens and bulb. Disconnect the 2 wires to the bulb holder.



2. Remove the chrome base plate from the rear fender. (2 screws) Detach the rubber pad and push the 2 wires inside the boot (trunk). These 2 wires are Red (tail light) and Green/Purple (brake light). Triumph used no ground wire for the rear lamps as they are grounded to the body via their fixing screws.



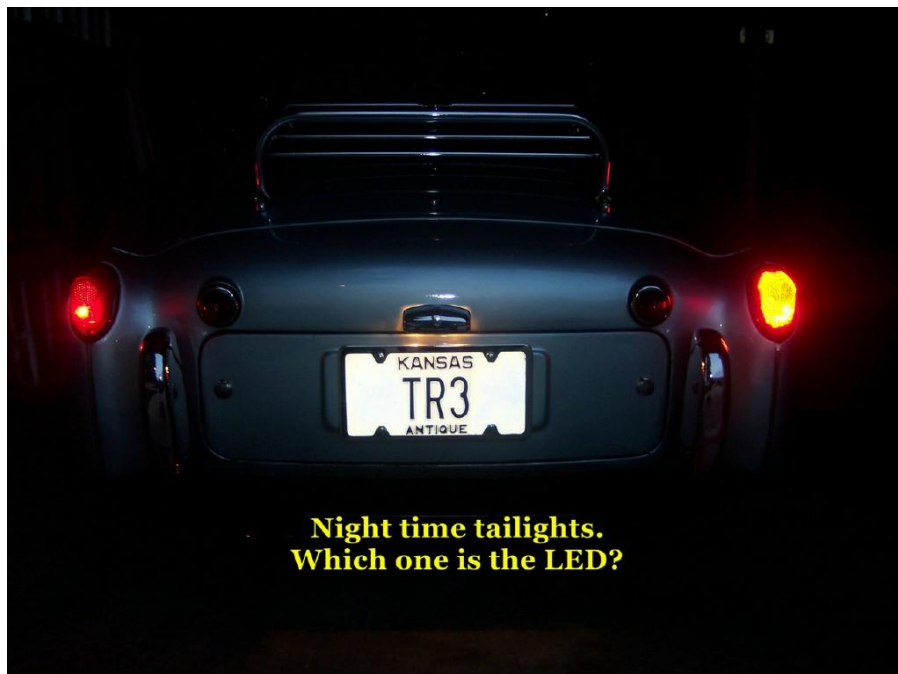
3. Take the chrome lamp base to the workbench and drill out the 2 rivets securing the bulb holder. I used a 5/64th drill bit which leaves the base unblemished in the unlikely event you would some day want to remount the bulb holder and return to the incandescent bulb. The circuit board will now have room to lay on top of the lens gasket and be held in place by the lens.



4. Remount the chrome base with rubber pad to the rear fender with the 2 screws. Take the 3 supplied bullet sleeves and push one on each wire of the LED circuit board. Work these 3 wires through the chrome base into the boot (trunk).



5. Connect the Red wire to the TR Red, and the Blue wire to the TR Green/Purple. This leaves the remaining ground wire (Yellow for positive or Black for negative) and since Triumph used no ground wire, push it on one of the exposed screw ends holding the base to the fender. This will ground the LED circuit board. Space in the boot is limited but patience will out.



6. Place the lens gasket on the base and the circuit board on top of it. Then fit the lens over the circuit board and attach with the screws. Pull the light switch. Compare to the other side and admire the brightness and your handiwork. Repeat the process for the other side.



Some additional information:

LED's use 80% less current and are cool. These units have over voltage, and wiring error protection and are much brighter than the stock incandescent bulb.

This installation works with the late TR3 (comm.# 15601 on) TR3A, & TR3B.

TR2,s and Early TR3,s have a center brake light over the license plate and the tail lights are used as turn indicator flashers. They will require electronic flashers or LED load resistors. Information is included in the instructions.

Classic Auto LEDs, LLC offer kits for MG TD, MGB, Midget, Sprite, TR4, TR250, TR6, Jaguar XKE, Austin Healey and BMW 2002.

Let There Be Light! And Put a Triumph in Your Day.

Paul McBride

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Save the Date!

December 10th



Save that date for our annual Winter Banquet, Saturday, December 10th, at the Smokehouse. Great Food, Good Drinks, Wonderful Atmosphere. **FABULOUS People!**
 Details to follow.



JULY 9, 2011 Seven of us worked at Harvester's sorting frozen food and meals. We were doing fine and then this group from Grainger's showed up. There were at least 20 of them and we all wondered how we could get anything done with such a crowd? It didn't take long to get things going and we had all of it sorted with 45 minutes to go. They had us start boxing and weighing meals, 2 categories with meat and without. We even finished that job before our time was up. It is amazing what you can get done in two hours with team work.

Our group consisted of: Susan Ray; Steve Olson; Pat & Rodger; Bob & Kim Aguilar and I. It's hard to find a harder working group!! If you want to join us you can become hot, sweaty and tired and it really feels good when you think of who you are helping. If you go with us afterwards for BBQ the full as a tick.

Jack



**ALL BRITISH CAR SHOW
SAINT LOUIS**

Friday September 16 - Saturday September 17

Saturday September 17, 2011 will be the 30th anniversary of the St. Louis All British Car & Cycle show so please make your plans now to come and celebrate this milestone show with us! Find out everything you need to know at <http://allbritishcarshow.com/default.aspx>

WEDGE WORDS



By modern standards the lighting in our old British cars is pitifully dim. Even when the cars were new and our young eyes could see much better in the dark, the lights especially the instrument lights were dim. And as some sort of cruel joke the English went to the extra expense of fitting each car with a rheostat that controlled the brightness or should I say the dimness to allow us to increase the dimness still more should we desire to do so. Was this some kind of throwback to the blackouts of WW II that supposedly made it more difficult for the enemy bombers to target the cities? If the Brits were worried about another blitz then turning down the lights would be of no help since radar would now guide the bombers.

In the 30 or more years since our cars were built their lights have not gotten any brighter on their own. Bulbs slowly grow dimmer as they age (as do the drivers). Reflective surfaces meant to focus the light outward where it can be seen have oxidized and corroded. Wiring connections have

also corroded and reduced the voltage delivery. At the same time modern cars have added illumination and increased our expectations of being able to see and be seen.

So what are we to do beyond replacing bulbs and cleaning fixtures and wiring connectors? Modern LED bulb replacements seem like a nearly perfect answer. They produce more light, generate less heat, and draw less current. Drawing less current is a big advantage since the Brits never saw fit to over engineer the wiring or the charging systems on their cars. Heavier wire cost more and added weight to the car. Bigger generators and alternators were also heavier and consumed more of the output of the anemic little engines the Brits used. The small bore, long stroke engines never made any sense except that they slipped through a loophole in the British vehicle tax law.

So why don't we just replace all our bulbs with LED's? Well for one thing there aren't simple replacements that will fit into the tiny fittings of our instruments. Replacements that fit our tail lamps and parking lights don't look right since they project light only in a

single direction. In turn signals they don't draw enough current to make the flasher work. Nothing is ever simple or easy. Some clever entrepreneurs are selling complete units for the popular MGB but they aren't cheap. I'm sure the same technology could be or perhaps has been used to make upgrades for the various Triumph models. But as brilliant as the new tail and parking and brake and turn lights are, the dash lamps are still dim.

The TR7/TR8 club magazine that is always full of technical how to articles had a piece on swapping the old dash bulbs for green T10 W5W 194 5 SMD LED's. Probably a great idea but those won't fit the older TR's at all. The TR Wedges don't have the traditional bulbs with round brass bases, they use a bulb that was even cheaper to produce that is called a WEDGE BASE bulb. After all back in the mid 70's the wedge was "the shape of things to come."

Steve Olson

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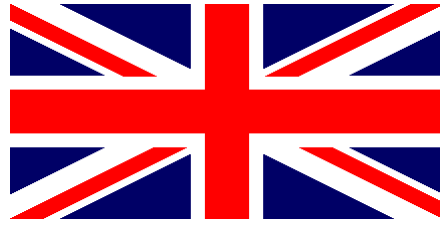
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Save the Date!

Kansas City All British Car and Cycle Show

Saturday and Sunday, September 3rd and 4th, 2011

2011 SCHEDULE OF EVENTS

| | |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Saturday, September 3 11 a.m. – 2 p.m. Registration 2 p.m. - ? Funkhana | Sunday, September 4 8 – 10:30 a.m. Registration 10:30 a.m. – Noon People's choice voting 3:00 p.m. |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|

Award presentation

Guest Marque – Scooters

This year we are inviting a Kansas City Scooter club to join us. Come see the Vespas, Piagios, Hondas, Yamahas and others. Many of these would have been ridden alongside our cars in England.

Funkhana

Have fun testing your driving skills Saturday afternoon. This will be a low speed driving event held on the field where the cars have been displayed in the past.

British Modified Class

We have replaced the Race Prepared class with a British Modified class. This class is for British cars that have undergone **extensive** modification. The modifications can include body work, interior modifications or engine replacements. It is **not** for the car that just has aftermarket carbs, hotter cam or a similar to stock engine (MGB engine in an MGA). It does include cars that have a Ford or Chevrolet engine.

Diamond in the Rough Class

Diamond in the Rough Rules:

1. Cars must be licensed and insured
2. Cars must be driven onto the display field from the Marriott parking lot
3. Owners pay the usual All British registration fee(s)
4. Cars register in the Diamond in the Rough class

The cars in this class will not be judged on quality of their condition. The All British Committee will select the cars to receive the award. One \$100 cash award will be given to assist the owner with his/her car hobby.

We are a chapter of the North America MGB Register. Sponsored by Victoria British LTD

LOCATION

KCI Airport Marriott Hotel, 775 Brasilia Avenue, Kansas City, MO 64153. Grass field, great facilities, good hosts.

HOTEL RESERVATIONS by AUGUST 10

Room rates are \$74 + taxes. Call 800.810.2771 or 816.464.2200 for room reservations. The cut-off date for this rate is **FRIDAY AUGUST 10th**.

AWARDS

Trophies will be awarded after the popular voting has been tabulated.

SOUVENIR APPAREL

Top quality, 100% cotton T-shirts, silk screened with the All British art work are available at the regalia tent for \$12 each. One T-shirt is included in the car registration fee if your form is postmarked by **AUGUST 20, 2011**. Vendors and guest marques do not receive T-shirts as part of their registration.

VENDORS

Space for local and national vendors is available. One vehicle per slot, please. Additional vehicles may be displayed for \$10 each.

Go to <http://www.kcallbritish.com/> for a registration form!





Come out and join us for the 1st Annual Sunflower Rallye! A vintage car rallye designed in the European tradition of the Monte Carlo and Tulip rallies. The Sunflower Rallye is not a cruise or tour but a multi-stage navigational rallye that promises to test your wits and deliver a fabulous day of driving and camaraderie with other vintage car enthusiasts.

The Sunflower Rallye will take place on some of the most scenic routes in Kansas and hosts a sport and tour class. If you're looking for fun and excitement come out and join us for a day of driving you'll never forget.

The Sunflower Rallye is scheduled for October 16th, 2011 and is limited to only 35 cars.





sunflowerallie@gmail.com
Find us on Facebook
Lawrence All British Car Club

KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

May 26, 2011, 6:00 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

Ed Blend, Bob Aguilar, Paul McBride, Steve Boyse, Chip Kigar

Old Business:

1. **Secretary/Treasurer's Report:** April 30, 2011 and May 31, 2011 Treasurer Reports and March 30th meeting minutes were presented. All were approved by board members present.
2. **Heartland Show Funds Request (\$100 Support Requested):** At the March 30th meeting board members had approved a motion to provide \$100 in support of the Heartland Show. However, the Treasurer nor Jack have paid. It was agreed that Treasurer will pay on June 4, 2011, the day the show begins. As a reminder TRs will be allowed to compete in the show
3. **Mid America Tour (Paul McBride):** At the March 30th meeting, Paul made a recommendation that the club consider a future driving tour like those conducted in Kentucky and Colorado. Paul doesn't think this will happen because it would require a lot of logistical work in scheduling, routing, reserving restaurants and lodging. He would still like to see it happen. Agenda item tabled for now.

New Business:

1. **ALS Donation:** In lieu of flowers for Frank Wright the board members present approved a motion to donate \$200, in Frank Wright's honor, to the ALS Foundation. The Foundation will match this amount in honor of Frank. Jack will pay with his credit card and the Treasurer will reimburse Jack.
2. **Club Car:** Somehow a group of members bought a Spitfire to be used by club members for racing. Board members present were not sure of the history, but Paul McBride agreed to take the lead to find out who really owns this car and what our options are. The board will then decide what to do with the car.
3. **Annual Banquet:** Ed Blend and Cynthia Yin are investigating other possible locations other than the Smoke House BBQ. However, Ed will call Smoke House to inform them that we would like to reserve a date for the Banquet. This will be a backup if another location cannot be found or reserved.
4. **Garry Perry:** It was agreed that the club would investigate a way to help Garry for his generosity in allowing the club the use of his magnificent garage & car lift at our Spring Tune Up session. He his wife also provided refreshments and a great lunch.
5. **Membership Directory:** There appear to be some incorrect phone numbers and missing members. Secretary has asked all members to inform him of any changes that need to be made and a few members have. As far as missing members it is because they have not paid their dues.

Meeting was adjourned about 7:30PM

Bob Aguilar

Secretary/Treasurer

Kansas City Triumphs Sports Car Club
Treasury Report
01/01/11 to 06/30/11

COMMERCE CHECKING BALANCE
01/01/11: \$2,430.44

| | | |
|--------------------------|----------|----------|
| INCOME | | |
| Advertising | \$205.00 | |
| Banquet, Current Year | \$0.00 | |
| Banquet, Prior Year | \$0.00 | |
| Membership Dues, New | \$150.00 | |
| Membership Dues, Renewal | \$360.00 | |
| Other Inc., Grill Badges | \$0.00 | |
| Other Inc., Raffels | \$192.00 | |
| TOTAL INCOME | | \$907.00 |

| | | |
|--------------------------------|----------|------------|
| EXPENSES | | |
| Administrative Supplies | \$7.69 | |
| Bank Charge | \$0.00 | |
| Banquet Expenses, Current Year | \$0.00 | |
| Banquet Expenses, Prior Year | \$0.00 | |
| Charity | \$50.00 | |
| Entertainment | \$143.42 | |
| Gifts, Awards | \$0.00 | |
| Gifts, Misc | \$191.90 | |
| Insurance | \$150.00 | |
| Misc. | \$2.61 | |
| Newsletter | \$0.00 | |
| Registration, Kansas State | \$40.00 | |
| Reimbursable | \$0.00 | |
| Website | \$30.00 | |
| TOTAL EXPENSES | | (\$615.62) |

INCOME - EXPENSES: \$291.38

COMMERCE CHECKING ENDING BALANCE
06/30/11: \$2,721.82

CASH BOX \$35.00

TOTAL KC TRIUMPHS CLUB TREASURY 06/30/11: \$2,756.82

Nicholas-Beazley Aviation Museum.

Fourteen Triumph Club members plus Fiat 500 owner John and Marylyn Cox went to Marshal Missouri to visit Nicholas-Beazley Aviation Museum.

On the way to the museum we stopped at Fort Osage. We also went to the US Military cemetery and the Civil War Veterans Home located in Higginsville. While we where visiting the cemetery we found two grave markers with Paul McBride's name along with one marker with the last name of Woody. Paul and Woody thought that was pretty cool.

Next on our adventure was a stop at Lorenz Garage! We found a treasure trove of forty of 40's, 50's and 60's cars intact. Lots of good parts available! It was a rare site to find that many parts from that era in one place, what a great find!! A friend of Lorenz had a Triumph Spitfire that was for sale sitting



outside for us to take a look.

After our morning drive we went on to Grace Brothers in Marshall and had lunch. The food was great and even better the price was right.



We went to the Aviation Museum they had a professional photographer set up to take our picture. At the museum was a gentleman who owns the artifacts from WWI displayed in the Museum. He gave us a personal guided tour that you normally don't get to have. The Museum is set up like the old factory and aviator school. They also had a MB-3 on display it is the only one left in the world. Very exciting!

After our great day out we headed back to Independence and had Ice Cream at McDonalds and sad our good buy's. All in all it was a great adventure!

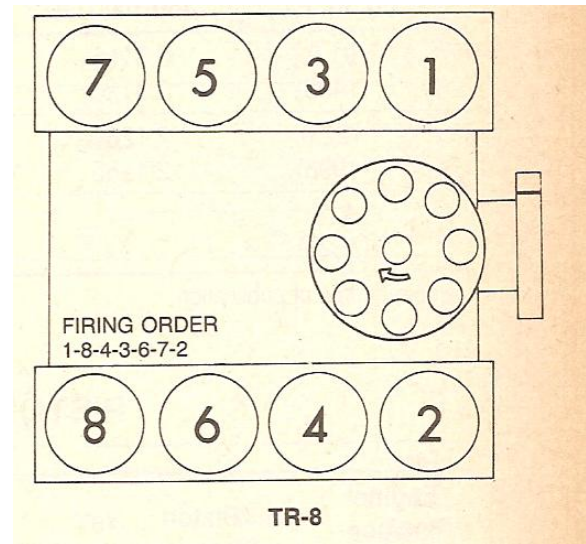
Richard Woody

WEDGE WORDS

The Rover V8 like the ones in the TR8 are not highly rated on horsepower. Just 133 for the twin Zenith ones and 135 for the fuel injected version. This same 3.5 liter aluminum V8 was rated much higher back when Buick developed it and GM used it also in the Pontiac and a slightly modified version in the Oldsmobile compact models starting in 1961. By 1963 the hottest version was rated at 200 horsepower. After 1963 GM switched to a slightly larger version of the same design but made the blocks out of iron. An extra 100 pounds was added even with aluminum heads and intake but production costs were reduced. So what happened when the engine design and tooling jumped the pond? Where did all those horses go? I think there are several things that explain the decrease.

One big item is that back in the early 60's the advertised horsepower was gross horsepower. This was measured on a dyno at the flywheel on an engine with no air cleaner, no stock exhaust, no power accessories, no alternator, or anything else they could remove to get bigger numbers. By 1980 the advertised numbers were based on net horsepower with stock air cleaner, exhaust, and even anti-pollution equipment. And often it was even measured at the rear wheel with the tranny and diff adding resistance too. So the smaller numbers on later cars didn't necessarily mean the engine had less useable power.

But the Rover power was not as high as their best Buick ancestors. Buick used a compression ratio as high as 10.25:1 and a high lift long duration cam to get those big



bangbangbangbang**whuff**bangbangbangbang

power numbers. By 1980 when Triumph finally got around to offering the TR8 there were all kinds of emission standards which had to be met. The pollution element targeted most were oxides of Nitrogen. These get created when you have unburned fuel/air mixtures exposed to high pressure and extreme heat. To meet the standards all automakers had to reduce compression ratios back down into the 8.2:1 range, shorten the cam overlaps, alter ignition advance curves, and add Exhaust Gas Recirculation devices to meter some spent gasses back into the combustion chamber under high vacuum conditions. Meeting emission standards reduced horse power significantly. Engineers worked hard to keep driveability issues to a minimum and torque output decreased far less than horsepower.

Meanwhile the Rover engineers had strengthened the blocks and learned to manufacture them at a reasonable cost. And

antifreeze makers had learned to make coolants that were more compatible with aluminum. Rover would go on to use, develop, and enlarge this engine design for use in sports cars, sedans, and Land Rovers into the 21st century when Ford who now owned Land Rover mandated a swap to a Ford engine as they had done with Jaguar.

But I have discovered one more place where lots of horsepower was lost in the TR8

engine. I checked the factory service manual and it shows the firing order as 1-8-4-3-6-7-2. Careful study will reveal that number 5 plug is not even to be connected to the distributor. That one thing alone would reduce power by 12.5%. I'm not in compliance with the manual so my warranty is probably now void but I insist on having all 8 cylinders firing on my car.

Steve Olson



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 ¼ page

\$30 for a business card

Contact Ckigar@hexnut.us!

2011 Event Calendar

| EVENT | CONTACT | E Mail | DATES | |
|-----------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------|------------|-----------|
| Carthage Car Show | | | 7/22/2011 | 7/23/2011 |
| Holyfield Winery (Friday night Jazz) | Larry Taylor | larry@taylorgroupcpa.com | 7/29/2011 | |
| VTR@Breckenridge, CO | | | 8/17/2011 | 8/21/2011 |
| All British | | | 9/3/2011 | 9/4/2011 |
| Balloon Fest | Kent Egy | | 9/11/2011 | |
| Overton BBQ | Ray & Barb Overton | roverton@kc.rr.com | 9/17/2011 | |
| Fayetteville Car Show | | | 9/23/2011 | 9/24/2011 |
| Chili Supper | Woody & Holly | wunderwood@kc.rr.com | 10/29/2011 | |
| Pyro Night | | | 11/5/2011 | |
| WW I Museum Tour | Ed Blend | edblend@sbcglobal.net | 11/12/2011 | |
| Christmas Dinner | Ed Blend/Cynthia Yin | edblend@sbcglobal.net c.yin2020@yahoo.com | 12/10/2011 | |
| Planning Meeting | Board | | 1/14/2012 | |
| | | | | |
| Dawn Patrol | Jack Edwards | jackhedwards@gmail.com | tbd | |
| Armacost (Studebaker) | John Maas | jnmaas@sbcglobal.net | tbd | |
| Rochepoint | Jack Edwards | jackhedwards@gmail.com | tbd | |
| Lake Garnet | Steve Boyse | genobuf@aol.com | 6/18/2011 | |

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

Club Director

Jack Edwards

jackhedwards@gmail.com

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

| |
|-------------------------|
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| Spouse |
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| 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!