



# TR TIMES

The bimonthly newsletter of the Kansas City Triumphs Sports Car Club

Volume 34 - Number 2

March 17, 2012

## Minddrive Tour



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



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## Directors Drippins XXVIII

Can you believe that on the first of March 5 of us could drive their Triumphs to Club Night Out! I was the only one this time, brave enough to not put up my top. On the way over I didn't even need a jacket, on the way home I did. I didn't have to roll up the windows, so I should qualify and be able to go on the next drive with Ron Ray and Paul (third Saturday of the month) I hope they get to have a drive instead of just driving to a diner. It is really invigorating to have my car back on the road. It hasn't shown a sign of heating up and the oil pressure is running 50 to 70 better than ever. I really owe my grandsons Josh and Brock a big one for putting it back together for me, so far it isn't even leaking oil!

We started the year off with a great turnout at the planning meeting, thanks Larry and Linda. Their new home is beautiful. The first 3 meetings of the year have had good turnouts. We have name tags for all the new members and several old ones who we missed before. Bob Aguilar's has them with him at each meeting. We made Nicole (our special waitress) an honorary member, gave her a license plate bracket and a name tag at the last meeting. We all felt that she does such a great job for us that she deserved to receive something from us all.

The tour at Minddrive Feb 25 was great, what a neat bunch of mentors & kids. If you missed the Minddrive tour you are welcome to visit them any Saturday at 11 am, they meet at 2625 Holmes. Our next outing is March 20 at Harvester's. We meet there at 6pm and work 2 hours, try it you might like it. We have a lot of open time on the calendar this year if you want to do something just call or email one of the directors and will get it on the calendar, and send notice to the membership. You will be the trip sponsor and organizer. What a Deal! If you do get a notification or an e-vite for an event please answer yes or no it only takes a minute.

Keep those Triumph's on the road

*Jack*

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## Wedge Words

What is the very best TR ever built? Well good luck finding any two Triumph owners who would agree about that. So how about the opposite. Which is the least loved TR of all times? Well according to the motoring press the TR7 wins that one hands down. And a lot of TR owners would quickly agree that the 7 was a bad design, was badly assembled from a bin full of bad parts, sold by a weak dealer network and priced too high to be competitive. This was a car that everyone loved to hate.

But something isn't quite right about all this Rodney Dangerfield lack of respect!

For one thing, if this car was really just a total pile of crud then why did they keep building it for so long? Was Triumph just so broke and badly managed that they had no choice but to keep beating a dead horse? Were they so broke and mismanaged that they didn't have **any** money for refinements and improvements? Was the 1981 model not a far different and much improved car over the 1975?

The 7 was nothing even similar to all the TR's that came before it. It didn't have a rust prone, heavy but limber frame. It was a unibody like nearly every other car whose design wasn't done in the 50's . It didn't have the trouble prone independent rear suspension. And for the first years it didn't have a top that let the rain, noise, and wind pour in. It didn't even have a tractor derived engine that was years out of date. It didn't have a shape as aerodynamic as a brick. It was nothing like a TR for sure.

The 7 wasn't a perfect car. Triumph went too cheap on the transmission, rear end, and brakes. And the build quality from the strike riddled assembly plants was less than stellar. The bold styling was something folks either loved or hated. It was either a terrible mistake or just way ahead of its time. And the advertising budget was nearly non-existent.

Still there is one fact that can't be disputed and it speaks volumes. 112,000 TR7's were built and sold. 112,000 folks came into the showroom, liked what they saw, and

signed the papers to drive a new TR7 home. No other TR model ever sold that many units.

So the best TR of all times, at least from a sales number point of view, is the unloved lowely TR7. And today many are available at rock bottom prices.

*Steve Olson*

P.S. I do know that the Spitfire sold in even larger numbers but it wasn't called a TR.

**Editor's note:** The Triumph trademark is owned currently by BMW, which acquired Triumph when it bought the Rover Group in 1994. When it sold Rover, it kept the Triumph marque. The Phoenix Consortium, which bought Rover, tried to buy the Triumph brand, but BMW refused, saying that if Phoenix insisted, it would break the deal.

Steve... Do you really think the company that built the engines for THIS:



• Bundesarchiv Bild 146 1009 026-10A  
• Foto: a. Ang. 1 1942

Messerschmitt Me 264

wants to have to compete with a car called the ***SPITFIRE?***after all, it DID ***TRiumph!***

Chip



## Editor's Notes

I certainly hope everyone has been taking advantage of this unMarch like weather. Today I drove the Spitfire down to an antique store I hadn't visited before... Weird Stuff... if you need a



Or a



It's the place. It's quite a collection of... weird stuff at 901 Tracy in KCMO.

Finding unusual places something I really enjoy, especially in the Spitfire on a beautiful day.

I've missed out on a couple of fun club activities these last few weeks as it has been quite busy at my job.. Hence the late and thin newsletter. Anyway, this issue has coverage of the Mindrive tour, Steve Olson weighs in on the best Triumph and a couple of new advertisers. Remember, if you have a need, remember our advertisers.

*Chip*

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June 1st and 2nd, 2012 - Independence, Missouri. 23rd Annual Heartland MG Regional car show and swap

We have returned to the Historic Square in Independence, Missouri for a Saturday of MG excitement. 17 different classes for MG owners with a participant favorite best of show as well as a judged best of show.

Additional classes for owners of any other type of British car with expanded classes for Triumph and Austin Healey owners. Friday night cookout at the host hotel,

Quality Inn & Suites at 4200 Noland Road, in Independence.

Show starts at 9 AM Saturday with trophies, t-shirts, posters, silent auction, & swap vendors. For more information, please go to our web site, [www.heartlandmgregional.com](http://www.heartlandmgregional.com) or contact Joe Blackwood @ 816-520-2433.



**We now have available a license plate frame. Each club member will receive one free; additional may be purchased at \$2.00 each. Get one for each of your cars and show your association.**

## 1973 Triumph TR6 For Sale



Exterior Color : Midnight Blue ( Good shape on a scale of 1-10 I would say it's a 7)  
 Interior Color: Biscuit (Light Tan) (NEW) Panels and Carpet with NEW Underlay  
 Top: Biscuit (NEW)  
 Tonneau: (NEW)  
 Mileage: 90,001 (Original)  
 Transmission: (4) Speed (Synchronizers all work perfectly)  
 Brakes: 75%  
 Rack & Pinion: Replaced with NEW Quick Steer in February this year  
 Tires: Red Line but would say they will need to be replaced due to age . Tread depth 3-4  
 Electrics: All wiring is sound with NEW Battery, Points, Condenser, Rotor, Dist Cap, Plug Wires  
 Fuel Pump: Replaced NEW Manual Pump with NEW Electric Pump just for a

confidence issue

Exhaust: No idea how old but is sound and have added Chrome Tips to the twin exhaust pipes

Wheels: Original steel wheels with NEW Chrome Wheel Rings and NEW center wheel devices

Lug Nuts: NEW Chrome Lug Nuts and Center Wheel TR6 emblems

Bumpers: Original with very small corner dent in right rear but have additional chrome bumpers added

Oil Pressure: Excellent and does not smoke

Alternator: Good charging levels

Coil: NEW replacement

Windshield Wiper Motor: Works perfectly ( Surprise , Surprise)

Sun Visors: Excellent condition

Steering Wheel: Perfect condition ( Another Surprise)

Clutch: Has had a new slave unit added. Makes a little noise until warms up but needs to be driven

U joints and Drive shaft: Appear to be strong. Had differential and transmission fluids changed in February

Title: Clear and free from liens

Asking Price: Had listed in Craigslist for \$11,950 but have dropped to \$10,950 as I need the garage space

Please have interested parties contact me directly at :

Leonard J. Urban

5106 McCoy Street

Shawnee, Ks 66226

Cell: (913) 449-9790

## Country Music, British Cars, Irish Pubs in one weekend

How do those three things all fit together in one article?

It all started a few months ago when they made the announcement that George Strait and Martina McBride were coming to Kansas City in Feb. At that time, Terri and I purchased tickets. About a month or so later, I figured out it was the same date I would be leaving to go to the Chicago British Swap meet on the 26th of Feb.

A group of us had been going the past few years together in my RV and now faced with this revelation, we decided not to go. Then, after further discussion, we decided that after the

concert was over, we could all leave and drive all night in the SUV rather than the RV. Make time and save on fuel. We also talked about spending Sunday night there and coming home on Monday. Go over to Downers Grove and have a pint and dinner at the Irish Pub after the swap meet.



Well, it seems that a couple of us forgot the conversation about spending the night there and they had planned on driving all night to Chicago, going to the swap meet, then drive back home....with no rest. Bill Davidson and I opted

to drive separately from them. Then, of course, they decided to stay home.

Anyway, Terri and I went to the concert. Martina McBride opened with a show that lasted 1 hour 15 minutes. Then a 15 minute break and out came George. Unfortunately, he sang two songs and stopped. He was ill and promised to come back the next week. That was OK for me as it got us out of the Spring Center at 9:15. Bill and I pulled out of my drive at 10:45 PM and headed off to Chicago.

We arrived at the DuPage County Fairgrounds at 6:01 AM, just shortly after they opened the doors to sellers, which we were. We got our stuff into our space then proceeded to scope out the deals from other sellers prior to the general public opening. I purchased many items, sold a few. We left the swap meet at 1PM and headed for the hotel. Got a small nap in prior to going to the Irish pub for a couple of pints and dinner. Then we headed back to KC on Monday the 27th.

Have you caught on as to how all three of these tied in together?



Now as far as country music goes, I have seen George Strait many times but have never seen Martina McBride. What a show she puts on. She accompanied George on the return the

following week and put on an entirely different show for us. A total of 2 1/2 hours of her music for the two shows and what a voice. If you have the opportunity to see her, it will be worth every

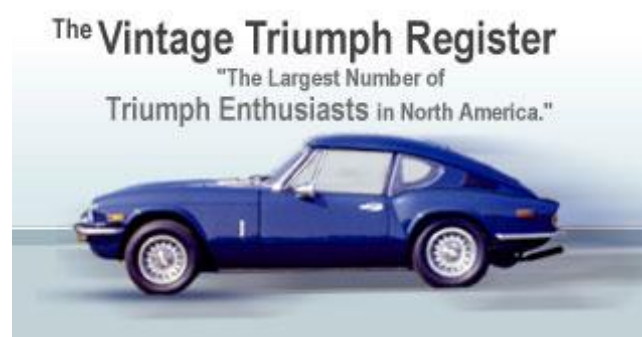
dime you spend. As far as George Strait goes, not much needs to be said. He is a true professional talent that I will return to see again.



The swap meet in Chicago is by far the largest, strictly British, swap meet that I know of but I am sure someone out there knows of another. Vendor spots are sold out every year. The crowd of buyers gets so large that it becomes hard to walk in there. It is put on by the Chicagoland MG Club and probably 60 to 70 % of items available are for MGs. But it is quite often you find the Triumph, Healey, Jaguar part. This year the guy next to us had Rolls Royce and Bentley items. If you are into shopping for parts for your project or just talking about the latest mishap with your car to other mishappers, then this is the place for you to be.

Irish pubs are about all the same and I find it hard to go into one without ordering a black & tan....or two.

### Joe Blackwood



Membership forms and all the benefits of membership are online at <http://www.vtr.org/>



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# 60th Annual Rallye Glenwood Springs

## June 8-10, 2012



The MG Car Club - Rocky Mountain Centre invites you to help us celebrate our **60th Annual Rallye Glenwood Springs**, the oldest continually-held time-speed-distance rallye in the United States, on Friday, Saturday, and Sunday, June 8, 9 & 10, 2012. The first Glenwood Springs Rallye began with a hardy group of MGCC-RMC sports car owners who discovered the joys of top-down motoring in Colorado when MGs still had running boards and the new TR2 and powerful XK-120 were just beginning to be sold by Colorado car dealers. Imagine what Colorado mountain roads were like during that 1952 Rallye—gravel (some pavement!), no guardrails (helps to slow drivers!), single-lane bridges (you need more?), hairpin curves, sheer cliffs, and thin air (well, we still have those!).

The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, have formed the backdrop for the Rallye Glenwood Springs through fifty-nine previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive borrowed MGCC-RMC cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

This milestone weekend is a marvelous opportunity for not only MG owners but also all car enthusiasts of every marque—British, American, European, Asian—to come together for sunny days, cool nights, and unique events. The fun begins Friday with a scenic Road Tour winding through canyons and over mountain passes between Denver and Glenwood Springs. Saturday's main event is the Rallye Glenwood Springs—a time-speed-distance rally to challenge both novice and experienced rallyists—through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with the Banquet on Saturday night and the Car Show, Funkhana, and Awards Presentation on Sunday.

Registration is only \$45 (before May 15, \$55 thereafter) for all driving events and the car show; banquet and regalia are extra. Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can also contact Glenwood Publicity Chairman Steve Hart at 303-985-2763 or E-mail: [stephen\\_hart45@msn.com](mailto:stephen_hart45@msn.com) for information.

## MINDDRIVE VISIT FEBRUARY 25, 2012

When I left Saturday morning, it was 30, and I wimped out and didn't drive the Triumph, yes it is finally running again! Ron and Susan Ray and Bob Aguilar didn't wimp out and drove their cars. After class the kids went out to look them over. Eight of our members attended with one guest. Ed and Irene did great job on the lunch and drinks.

Minddrive is located at 2615 Holmes. They have a great location, four class rooms and a great shop area. They had 5 vehicles in the shop and could have gotten 6 or 7 more in and had plenty of work space. Most of the students were working on revising a Lotus body shell so that it would have 4" of ground clearance instead of 8". Chuck Luna was advising them on what and where to cut sections out of the body. Chuck's sons were leaving as we got there; they had looked everything over and made their recommendations. Luna's shop is on the Boulevard and they are known nationally for their work on Low Riders. They have done some fantastic cars.

The kids have finished the chassis and it is like new. When they are finished the body will be attached with 6 bolts. The body looked like an ant hill with kids climbing in under removing parts, cutting the floor pan and firewall. The Lotus is car number 3 and 2 will be able to ride in it. They have the chassis and body ready on car number 2 and were redoing the 3m body on car number 1. The boy that does all the welding now was making a model of car 2, for the silent auction at the fund raiser March 8.

The entire class wasn't present while we were there. They were taking SAT test. All the mentor's and kids have black golf shirts with the Minddrive logo and looked great, of course as we all know you don't work on a car and stay looking great, well maybe Paul does. Before they finished working they hoisted the body up on its right side so next

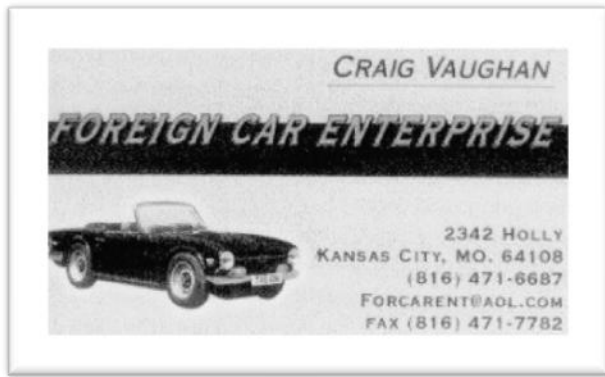
week they can work on the bottom of the floor pan. All the kids and mentors and some of us helped cleanup and put away all their tools.

One of the parents ate lunch with us; I visited with him for a while. He was thrilled with the change Minddrive has made in his son. The kids were great to visit with and would come up and introduce themselves to us and explain what they were doing. They are very serious about what they do and very polite.

If you did not get to go and would like to see it for yourself; we were told we are always welcome to come. Tom and all the mentors are really getting a lot out of working with the kids and are making friends for life.

*Jack*









# Bringing a Car Out of Storage

Article courtesy Moss Motors

The payoff for the time and effort spent preparing a car for a long winter nap (or longer) comes in the spring. The process is essentially “undoing” the steps you took when putting it up for the season, and looking for problems that may have developed while the car sat idle.

## Read the Spots

Take a good look under the car. The signs will give you an idea of any problems that you will need to look into. Coolant: check the hoses for rot and cracks. Look at the weep hole on the underside of the water pump – a leak here means the internal seal has perished. Inspect your radiator connections & fittings. Fuel: carefully inspect the tank for leaks at seams or on the bottom surface (rust pin holes). Examine all hose and line connections. Brake Fluid: failed seals in wheel cylinders, calipers or master cylinders. Bad hoses or hose connections. Rear Axle: seals at the pinion or axles. Steering: failed seals or boots. Gearbox: failed seals, fittings or plugs. Anything you find will have to be checked out and corrected as needed.

## Critter Damage

Make a thorough inspection of the wiring in the engine compartment and under the car. Insulation seems to appeal to some animals and they can do some serious damage to the wires. Do the same in the cockpit. Any collections of nut shells or stuffing material is a reason to look more carefully.

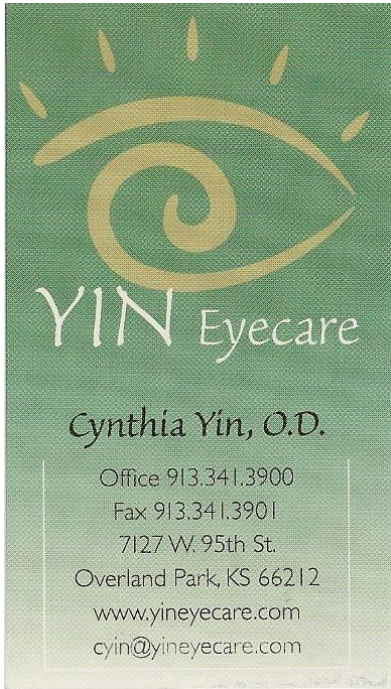
## Exhaust

Remove the plug from the tailpipe(s). Check the hangers and clamps.

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## Cooling System

If the car was stored for more than a year, drain and refill the system using a name brand antifreeze. Use a mixture of 30% to 50% antifreeze (no more than 50%). Check the hoses for cracks, especially around the clamps. Give all the hoses a good squeeze; any hoses that are suspect should be replaced.



## Brake System

If the car has been sitting for 18-24 months (or more) and you use glycol fluid, drain, flush, and refill the brake system. Bleed the brakes. Check operation at all wheels independently. Have an assistant step on the brakes as you rotate each wheel one at a time. The brakes should clamp down and release smoothly. Any problem detected needs to be corrected before the car is driven. Have your assistant apply the hand brake gradually as you rotate each rear wheel one at a time. Again, the brakes should apply increasing friction until the wheel is locked up, and the release should be smooth. Perform any service as needed based on the inspection.

## Hydraulic Clutch

Check the fluid in the clutch reservoir. Top us as needed (or change if the car has been stored for more than 18 months). If low, check the hose and slave cylinder for leaks. Have someone depress the clutch pedal while you observe the movement of the slave cylinder pushrod. If the pushrod is not moving, or moving only a little, bleed the clutch system. Fluid inside the dust boot of the slave cylinder indicates a failed seal in the slave, and that needs to be rebuilt

or replaced.

## Manual Clutch

Check all linkages for free play and free movement. Operate the clutch several times. If there is a provision for lubrication of the various joints, do so.

## Oil & Lubrication

No matter where you live, and what you have done to limit it, some moisture will have gotten into the crankcase. With the appropriate oil, the amount of rust and corrosion will be minimal. If the car has been in storage for 2 years or more, change the oil and the filter before you try and start the car. Less than 2 years – plan on changing the oil and filter after the first 30 minute drive. Top up the gearbox. When was the last time you checked the oil in the differential? Might as well do that, too.

## Suspension

Check all the suspension joints, pivot points and bushings. Visually inspect the rubber boots and seals for cracks, splits or other deterioration. Touch them – they should be soft and flexible. Hardened or stiff boots will soon crack if they have not already. Lubricated joints, like tie rod ends, will dry out eventually if the boots are torn because the grease will harden, losing its ability to lubricate. Correct any problems that you find. Lubricate the suspension, following the procedure in your workshop manual. Check the shocks for signs of fluid leaks. If they leak, they need to be replaced with new or rebuilt units. You can put that off for the purpose of a test drive by topping up the fluid in the shocks – use only proper shock oil.



## **Belts**

Inspect all belts for cracks and replace as needed; adjust the belt tension.

## **Wheels & Tires**

Air up the tires to the recommended pressure. Visually inspect each tire for cracks in the sidewalls or between the rows of tread. Remount the wheels & tires as necessary. Check the knockoffs or wheel nuts for tightness/torque. If the car is on jack stands, remove them and get the car back on the ground. Make sure the handbrake is set or chock the wheels.

## **Battery**

The battery should be ready to install, fully charged. Check battery voltage – you should see 12-13.8V. Clean the battery posts and the battery cable ends. If you have a vintage-type lead-acid battery, buy a pair of the red and green felt battery terminal rings. Run a bead of silicone sealant around the base of each terminal/post. Press the felt rings down over the posts, down into the silicone. Coat the posts with and the insides of the cable connections with Vaseline (to protect against corrosion) and connect the cables after making sure you have the polarity right. Tighten the cable connections.

## **Ground Connections**

Remove and clean ground cable connections both at the battery and the engine. A good battery and bad ground will not start the car. Wire brush the connections to bare metal. A squirt of WD40 will protect the bare metal for a while. I prefer a dab of copper grease. It will stop corrosion and guarantee a good electrical connection for a year or more.

## **Lights**

Verify that the brake lights, turn signals, head lights and running lights all work properly. If one is not working, check the bulbs, the switch, the power feed and ground leads. Work through one light at a time, one component at a time until you discover the fault and correct it. Turn signals which don't flash can be caused by a bad flasher, one bulb not grounding properly or a bulb of the incorrect wattage.

## **Lubricate the Pistons/Rings**

If the engine has been sitting for over 90 days it is usually a good idea to get some oil to the rings. Mark the plug wires for future reference then remove the spark plugs and squirt a little oil into each cylinder. On the web, Marvel Mystery Oil is frequently mentioned as the oil of choice for this purpose, although no one explains just why. If you don't have that, use the same oil you use normally. Let that oil soak for 24 hours. Crank the engine over by hand. Use the starting handle if you have one; otherwise use a suitably sized socket on the crank dog nut with a breaker bar. There may be some initial resistance, but the piston rings should break loose and the engine should spin smoothly after that. Leave the spark plugs out.

## **Fuel System**

If you drained the system, you will need to get some fresh gas. As you add fuel, stop several times and check for leaks in the tank, fuel lines and hoses. If you did not drain the tank, and the fuel in your tank has ethanol in it, check for phase separation before you do anything else. There are products designed just for this purpose (like Water Probe Indicator, Moss 220-362). If water is detected, you can either re-emulsify the

water/ethanol/gasoline mixture (using E-Zorb, Moss 220-355), or you can drain the old gasoline and replace it with a couple of gallons of fresh fuel.

## **Fuel in the Float Bowls & Lines**

If the gas in the float bowls is old, remove the float bowls and drain the fuel. If there is old fuel in the lines, disconnect the hose/line at the carb and direct the end into a bucket or old coffee can. Energize the pump or pressurize the tank and push enough fuel to clear the lines and hoses of the old gas.

## **Getting fuel to the Carbs - Electric Fuel Pump**

With a supply of known good fuel in the tank, reconnect the hose to the carb and energize the pump to fill the float bowls. The pump will click quickly and loudly until fuel reaches the pump; it will then slow down and become quieter. As the float chambers fill, the rising float will close the needle valve and shut off the flow of gas. The pump will stop clicking. A pump that continues to click rapidly indicates a problem either with the supply of fuel from the tank or a stuck needle valve in the carb, which will be obvious because there will be gas coming out the overflow pipe on the float chamber. Whatever the issue, it needs to be corrected. Be aware that the gaskets and seals in the carbs will dry out and shrink if left for a long time. When the fuel first reaches the carbs, there will probably be leaks, and you will need to attend to those before you go any further.

## **OK, Where Are We?**

Cars run because three things happen in the right order and in the right quantity: spark, compression, and fuel. We should have spark (once we put the plugs back), meaning enough and at the right time, because the car was in tune when we put it up for the season, and the fully charged battery is in place. Compression should be fine, again because the car was tuned up before we put it up and because we have added oil to the cylinders. We have fresh fuel in the carbs. We are almost ready to start the engine. Most bearing wear occurs in the first 10-20 seconds every time the engine is started. That is because the oil is present in a thin film only, and oil under pressure has not reached the bearings yet. Cold oil is not as good a lubricant either. An engine that has been sitting will take time to get the oil to all the moving parts, and we need to get the oil moving throughout the engine before we fire it up.

## **Building Oil Pressure**

There are several ways to pressurize the oil system. Some of you have a tank that can be filled with oil and pressurized with air, and then plumbed into an oil gallery. These are perfect for loading the system with oil under pressure. If you have such a tank, use it to pressurize the oil system. This will pre-oil all the bearings and moving parts in the engine and minimize the chance of damaging bearings or other internal engine components on start-up. If you don't have such a tank, you will use the starter to spin the engine over and pressurize the oil system. The last place to get oil is the rocker assembly. If you pull the valve cover, you can easily see when oil reaches this point. If the engine has been sitting for years, or if this is a fresh rebuild, it is strongly suggested that you remove the tappets (carefully noting their original position) from the engine to prevent scuffing the face or foot of the tappets. The load on the engine bearings is minimized by having the plugs out. Turn the key to the start position and hold it there. As the engine turns over, the oil pump will fill the oil galleries and push oil into the main and con-rod bearings. With the engine turning over, the oil pressure gauge should come to life and once you see pressure on the gauge and oil at the rocker assembly, shut it off. Reinstall the plugs and reconnect the plug wires. Reinstall the tappets in their original locations with a dab of ZDDP paste or other cam lube on the foot of each tappet.

## **Start the Engine**

If you are in a garage, push the car so the rear end of the car is outside. Place a fan where it will keep the exhaust gas from blowing back into the garage. Make sure the transmission is in neutral. Engage the emergency brake. Do not “pump the gas” as SU and Zenith carbs do not have accelerator pumps and you won’t accomplish anything. Engage the choke and turn the ignition key to the start position. The engine should crank over and start. If the engine does not start immediately, you need to determine why before you start “fixing” things. Random adjustments will make the situation worse.

### **Once It Starts...**

Let the engine warm up without revving the engine or “blipping the throttle” but don’t leave the choke fully engaged; ease it in as the engine warms up. Take a good look around, checking obvious problems. There may be smoke as the various components heat up. You can verify thermostat function by feeling the top radiator hose. When the thermostat opens, the top hose will warm up quickly. As the systems come up to temperature, keep an eye open for leaks.

### **Trying Clutch & Gearbox**

Step on the clutch and try to engage reverse gear. If you can, lift off the clutch and back the car out into the driveway and stop. Try first gear. With the clutch working normally, you are ready for a short test drive. If you cannot get the car in gear, and the clutch is moving as it should, the clutch friction disc is very likely stuck to the flywheel, the pressure plate or both.

### **Frozen Clutch**

A car left standing will sometimes develop a frozen clutch because the friction disc is trapped under tremendous pressure between the flywheel and pressure plate, and either the metallic particles in the friction disc or the adhesive matrix in the disc fuse to the flywheel or pressure plate. When this happens, the engine crankshaft is fused to the input shaft of the gearbox. Before you try to cure this problem, be absolutely sure the clutch linkage (hydraulic or mechanical) is working as it should. There are two simple things to try first. Start the engine in neutral and let the engine run until it is well and truly warmed up, say 15 minutes. Push the clutch pedal to the floor and blip the throttle several times, sharply raising the engine RPM to 2000 RPM. The heat from the engine and the rapid change in engine speed will often break the friction disc loose. If that does not work, there is another simple procedure that may work.

With the engine off, pump the brakes and hold the pedal down (we don’t want the car to move an inch). Press the clutch pedal to the floor. Shift into 4th gear. Turn the key to the start position and run the starter motor for one second. What this does is use the torque of the starter motor to rotate the flywheel, breaking it loose from the friction disc. As soon as the flywheel breaks free, the engine will crank over normally. If this does not work the first time, try it a couple more times. If that does not do it, stop. There are other more aggressive ways to break the frozen clutch free; call Moss Technical Services.

### **Test Drive**

Assuming all has gone well to this point, you are ready for the first test drive. The purpose of the test drive is to exercise all mechanical, electrical and hydraulic systems so that you can find any remaining problems. Plan out a route about 20 minutes in a circle around your house so that you can walk back if need be. As you drive, listen to the various clues. Is there a miss in the ignition? Does the car pull to one side or the other when braking? How is the steering? Stiff? Loose and “wandering”? How about the shocks? How is the oil pressure? Any problems with the gauges? Back in the garage, make a list of the things you discovered on the drive. Check your fluid levels (except your coolant level; you cannot do this till the engine has fully cooled). A change will indicate a leak you need to find. Top up as needed. After attending to any minor corrections, plan your next drive. Include a run at higher speed on a local highway. After another 30 minutes on the road, back in the



garage to take stock of your situation. There will probably be a few things that need attention. Once these are done, you have a car that is ready to hit the road. Because of the time invested, you can set out with a much higher level of confidence than you might otherwise have.

## Conclusion

There is no doubt that putting a car into storage and bringing it out is not a trivial undertaking. The longer the car is in storage, the more important it is to consider all the steps presented here. While obviously somewhat generic, the issues covered here apply to all older cars, and this list should be supplemented by additions of your own based on your experience. It should also be clear that the time and effort invested in preparing a care for storage pays off in the time saved in getting the car back on the road. It is also clear that these lists really are the routine maintenance operations that we need to do regularly, and doing them at the beginning or end of a season's driving makes some sense. It also makes driving the car every month throughout the year when conditions permit much more attractive - the problems that develop with a car in storage are best avoided by simply using the car regularly. That does not eliminate the need for the routine service that has been included in the procedures given here - that still needs to be done using a schedule that suits you.

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the [Contact Us](#) page on the Moss website. If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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\$80/year 1/2 page

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\$30 for a business card Contact [Ckigar@hexnut.us](mailto:Ckigar@hexnut.us)!

## Prather Racing's Annual Picnic At The Races

**This Year There Will Be Vintage and SCCA National Races**

***SUNDAY, MAY 6TH, 2012***

Heartland Park Topeka



Qualifying will start at 8 am.

**BE THERE EARLY!!**

There will be a drive around the Track at noon and we will eat after!!



We'll provide the main dish. Please bring a side dish, chairs, and your favorite beverages. Make sure to drive your British and Mazda sports cars!

Come to the main registration building outside the tunnel, ask for Prather racing at the driver's window, sign in and come on in. There will not be a \$5 spectator fee. We'll have a place for you to park together to enjoy the races.

*Please let Kathy know if you are coming by April 25th please!!*

*[kprather@ksbroadband.net](mailto:kprather@ksbroadband.net)*

We will be in the south paddock past the tech building and to the LEFT. Where we were last year!

# 2012 Event Calendar

Date	Event	Time	Lead Person	Location	Notes
<b>January</b>					
<b>March</b>					
1st	Club Night out	6:00 PM		Birdies	
20th	Harvesters	6 - 8 PM	Jack Edwards	Harvesters	
29th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>April</b>					
5th	Club Night out	6:00 PM		Birdies	
21st	Olpe Chicken Run		Wichita MG Club	Olpe, KS	Details will be published
26th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
26-28	VTR South Central Regional			Broken Arrow, Oklahoma	Contact trdoctor@aol.com for information
<b>May</b>					
3rd	Club Night out	6:00 PM		Birdies	
5th	Spring Tune Up	8:00 AM	Garry Perry	Garry's Shop	7755 W. 197th St., Stilwell, KS
6th	Heartland SCCA Race	9AM-12PM	Kent Prather	Topeka, Heartland Track	Picnic lunch around noon, cost \$5 per person
TBD	Bethlehem Lutheran School Science Fair	10AM - Noon	John Maas	Raymore, MO	
31st	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>June</b>					
1st &	Heartland MG Show		Steve	Independe	Steve or Jack Edwards fill in

2nd	June 1st Free BBQ June 2nd Show	5-8 PM 8AM-3PM	Olsen	nce	details See web site for details
7th	Club Night out	6:00 PM		Birdies	
9th	Armacost Museum Tour	2:00 PM	Steve Boyce	Grandview, MO	Cost of \$5 per person
24th	Art of the Car Concourse			KC Art Institute	
28th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>July</b>					
5th	Club Night out	6:00 PM		Birdies	
14th	Boulevard Drive In	7:00 PM	Steve Boyce	Merriam, KS	
20th	Holyfield Winery	6:30 PM	Larry Taylor	Basehor, KS	18807 158th St.
14th	Harvesters	10AM - Noon	Jack Edwards	Harvesters	
26th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
27th & 28th	Carthage Auto Show			Carthage, MO	
<b>August</b>					
2nd	Club Night out	6:00 PM		Birdies	
18th	Antique Tour	?	Larry Taylor	Atchison, KS	Larry to determine time and route
30th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>September</b>					
1st and 2nd	All British Car & Cycle Show	?	Ed Blend	Zona Rosa	Ed to fill in details
6th	Club Night out	6:00 PM		Birdies	



7th & 8th	Brits in the Ozarks		Larry Birks	Springdale, AR	Details will follow as time nears.
27th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
29th	Bar-B-Q	6:00 PM	Richard Woody	Richard's House	17215 NE 123rd St. Kearny MO
<b>October</b>					
4th	Club Night out	6:00 PM		Birdies	
25th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
27th	Chili Supper	5:00 PM	Woody Underwood	Woody's House	1218 West 61st St. K.C. MO 64113
<b>November</b>					
1st	Club Night out	6:00 PM		Birdies	
10th	Steamboat Arabia	?	Ed Blend	River Market	Ed to arrange
20th	Harvesters	6 - 8PM	Jack Edwards	Harvesters	
29th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
<b>December</b>					
6th	Christmas Banquet	?	Cynthia Yin	?	Cynthia and Ed among others to determine
<b>2013</b>					
<b>January</b>					
12th	Planning Meeting	TBD	Jack Edwards	TBD	
<b>Undated</b>					

3rd Sat of Month	Top Down Drive with Ron. Open to side curtain cars. Ron emails destination, meeting place and time one week before the run	11AM approx.	Ron Ray	?	
?	West Bottoms Antique Tour	?	Chip Kigar	?	Drum up interest and Chip to set up
?	Weston Tour	?	Larry Taylor	?	If we can drum up some interest

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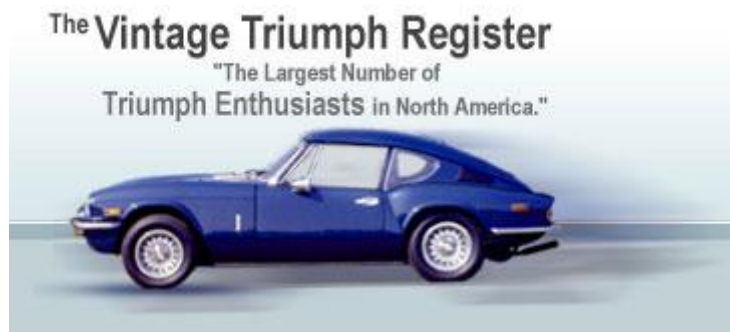
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Year Model Commission #

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