

Volume 35 - Number 6 Dec 1, 2013



Triumphs for Harvestors

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



Thanksgiving at Harvesters

Twas the night before the night
before Thanksgiving, dark and cold.
Seven members of the KC
Triumphs and 2 realtors from Keller
Williams bundled up and headed
north to Harvesters.

They all assembled there and were
given their task for the night,
assembling back packs. The back
packs are sent home with kids so
they have something to eat over the
weekend. We all felt grateful then
that our kids or grandkids didn't
have to receive them.

We were joined by another group,
which included several children. A
couple of them were kindergartners
and were really proud of their work.
None of the jobs are that hard but all
are fulfilling.

Pat F.; Carol O.; Beth & Jane were

Editor's Note

What an issue! You'll find Steve's wise Wedge Words, an update on the VTR planning, and a history lesson from Paul McBride.



You'll notice some 'new' ads. Don't forget to pay in 1960 dollars!

See you at the Club Holiday Dinner!

Chip

loading plastic bags. Steve & Chip
loaded boxes, sealed them then put
them on pallets. Ron was
inspecting the bags to make sure all
items were in them. Roger was
breaking down boxes and I was
feeding materials to the assembly
line. About the time we were
hitting our stride it was time to go
home. Our two hours were up and
we were tired, hungry and proud.
We had assembled 850 back packs,
which was a lot for us and a small
part of what goes home with kids
every week.

When you see Ron, Chip, Roger &
Pat, Steve & Carol & Jack thank
them for what they do for the
Kansas City Triumphs. They are
representing us all.

Jack

Don Carter 1944-2013

Don W. Carter, 69, a former resident of Corsicana and graduate of Corsicana High School, Navarro College, and University of Texas School of Architecture, passed away unexpectedly on Thursday, Oct. 10, 2013 in Houston.

He is survived by his wife, Louise Nicholson Carter; daughter Heather Carter Gitterle; son Dustin Nicholson; grandchildren Aidan and Gabel Gitterle, and Ella and Thomas Nicholson; daughter-in-law Brandi, son-in-law Marc; three sisters, Vivian Elle Green and her husband Darwin, Frankie June Bressie, and Margie Hill, and her husband Bill, as well as Don's 1974 Triumph TR-6.

Born Jan. 4, 1944 in Corsicana, Don was preceded in death by his parents, Vivian and Frank Carter and his brother, Ed.

Don was an award-winning healthcare architect known for his uncompromising approach to excellence, consummate respect for the people with whom he worked, as well as his devotion to mentoring design professionals to the highest standards.

He pursued all his interests with energy, passion and meticulous attention to detail, in a way that inspired others to greater excellence. He was a dedicated member of the Harris County Senior Softball League. **Don's lifelong passion for classic automobiles and autocross racing led to his most cherished friendships, memories and experiences. The Texas Triumph Register car club members were like his extended family.** Don was deeply loved by all. We are far better for having had him in our lives. His legacy will continue, as we endeavor to honor him in years to come.

A memorial service will be held at 2 p.m. Saturday, Nov. 2, 2013 at St. Luke United

Methodist Church, 2308 Bowie Dr., Corsicana. A Houston memorial service took place on Oct. 18, 2013 at Chapelwood United Methodist Church, and he is interred in Wimberley, Texas.

In lieu of flowers, the family asks that donations be made to the Don Carter Memorial Fund for charitable/educational scholarships, c/o Skyline Art Services, 6955 Portwest Drive, Houston TX 77024.

Courtesy Corsicana Daily Sun

Don was a very active member in Houston & Regional VTR.



2014 SOUTH CENTRAL REGIONAL VTR NOVEMBER REPORT

The committee has been busy tying up loose ends. We have begun soliciting vendors for donations, ads and sponsorship. If you would like to run an ad, contact Linda at lmorgan1@kc.rr.com.

There are only **35 days** left to register, and be eligible for the drawing for one night's hotel room. The Regional begins in only **112 days**. We will be

sending all the KC Triumphs a survey asking where or what you would like to do for the Regional. We will need the help of all the members to make this successful!

Gary Davis had to resign from the committee due to prior commitments. He will be attending and helping out during the event. Gary was in charge of getting sponsors & the raffle & silent auction. We need someone to fill these 2 positions, how about you?

We have met 1/3 of our commitment for rooms at the hotel and have 14 paid registrations (28 people). At our last meeting we added an Other British Class for the show. This is a recognized class by VTR. Basically to cover other manufacturers that used Triumph drive train parts, TVR's, Morgan's etc.

Get your reservations in!!

Jack

Excelsior Drive

At 2:00 pm, Sunday, September 22, 2013 eight brave souls left The Liberty Missouri Square. We were all focused on our jobs at hand. You see we had been appointed to be the first members of the 2014 SCRVT Committee to brave the circuitous route HH to Excelsior Springs, further we were to document our venture on film!

We started out with Tom Strongman leading us in a VW Bug Cabriolet followed up by 5 various models of Triumphs with a Ford Focus bringing up the rear. You guessed right, I was driving Laraine's car. I only made it 2 blocks, when I had to stop at the police station. No, I didn't have an escort, after pushing all the right buttons and saying the magic words I was allowed to enter.

The desk Sgt. finally entered the bare room where they had led me through electronic doors. I explained what we were doing and he agreed to let the sheriff's dept., Mosby & Pratherville Police Departments know what we were up to. It worked; none of us received a ticket or were stopped!!

Video production isn't as easy as you would think! A little over 3 hours later we completed filming for the video. Linda Taylor became a real DIVA; they had to shoot her scene 3 times. After we agreed to

place her name first on the credits, she became very professional.

It was a beautiful afternoon, all tops down, except the Focus. I got to ride with Brad Baumgart in his TR6. Brad & Tom did all the filming from their cars. We had 3TR3's, 1 TR6 & 1 TR8; Richard Woody-3, Larry Birks -3, Larry & Linda Taylor - 3; Steve Olson -8 & Brad in his 6.

From what I understand the hard work starts after the shoot, when Steve & Brad condense 3 hours of film for a 3 minute video. We have been assured by Steve & Brad that the video will be done in time to be considered for the Oscar! Who knows they may go ahead and enter it in all the other film awards ending up in Caines, France!!

Watch for all the Awards and the Grand Opening in your local papers and Entertainment Tonight on TV!

Kansas City Triumphs Film Crew

Produced by Tom
Strongman

Directed by Brad
Baumgart

Gopher Jack Edwards

Schedule 2014 SCRVT:

Sunday April 27, 2014

4:00 PM – 8:00 PM	Registration/Hospitality (Silent Auction)
4:00 PM	Self-guided tour of area*
4:00 PM – 10:00 PM	Car Wash open

Monday April 28, 2014

8:00 AM – 10:00PM	Car Wash Open
8:00 AM – 6:00 PM	Registration/Hospitality (Silent Auction)
8:00 AM – 4:00 PM	Gimmick Rally*
3:00 PM – 5:30 PM	Autocross Car Inspections*
3:00 PM – 5:30 PM	Autocross tech session and Drivers Meeting*
6:00 PM – 8:30 PM	Welcome Gathering (Food & Music)

Tuesday April 29, 2014

7:45 AM – 10:00 AM	Breakfast Run*
8:00 AM – 10:00 PM	Car Wash Open
8:00 AM – 6:00PM	Hospitality Room (Silent Auction)
8:00 – 9:00 AM	Group Photo in front of Elms
10:00 AM – 3:00 PM	Autocross/Funkana*
Noon – 1:00 PM	Judges Lunch & Training
2:00 PM – 3:30 PM+	Presidents Meeting
4:00 – 5:00 PM	Mark Show classes on Field
5:00 – 7:00 PM	Place cars on Field
6:00 PM	Dinner Run* (Van Till Winery)

Wednesday April 30, 2014

6:00 AM	Car Wash open
8:00 – 9:00 AM	Finish placing cars on field
9:00 AM – 2:00 PM	Concours Judging & Participants Choice Voting
3:00 – 4:00 PM	Conclusion of Silent Auction & Winners Announced @ 3:45 – 4:00
4:00 – 5:00 +	Presidents Meeting Select Award Winners
6:00 – 7:00 PM	Social Hour
7:00 – 10:00 PM	Awards banquet

Thursday May 1, 2014

7:00 AM	Event is now a part of your life's history. We hope you had a Great Time and Have a Safe Trip Home.
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Note: Events marked with an* are counted as driving events and qualify you for the Concours & Participants choice car show.

Events marked with an + are closed meetings for President's or their Representative.

We will have a mechanic available to aid you in repairs during the event.

British Cars – Love ‘em or Hate ‘em - But Never a Dull Moment



My infatuation with the British Automobile began in 1973 when an Army buddy of mine showed up for a drill week-end driving a 1963 BRG and rust TR-4. He affectionately named the car “Winston” which

still sticks today. For some reason I fell in love with that car and when Mike said he wanted to sell it I jumped at the chance. I seemed to be the only one jumping at the time. The rest of the family had more than one reservation about “the old beater” they called it. I explained that we needed a second vehicle, and that way I would not have to be dropped off at work everyday. Mike and I struck a deal for \$500.00. Since I was not a steel or railroad magnet yet,, I had to get a loan. A \$24.00 per



month car payment,,,totally unheard of today. I knew about most of Winston’s short comings. So I immediately got a hold of three bread

pans. One for under the engine, one for under the gear box, and one for under the rear end. I went for the dreaded MVI. Not to bad though. He needed a new tail pipe, so I made one from 2” electrical conduit. Several new light bulbs were purchased from Western Auto. And a new brake master cylinder courtesy of Goodman Motors. All licensed up we were ready for our life together. This was my first experience with maintaining a daily driver, let alone one that was at the time 10 years old,,, and British. A true baptism through fire.

The seats were torn so another trip to Western Auto for some cheap nylon seat covers. The emergency brake handle was broken off at the floor dangling from the cabling, so I welded it

back in place. It didn’t work, but looked good. The cardboard transmission tunnel cover was barely that at all. Mike had thrown a few pieces of old carpet scrapes over the tunnel to keep the road dust and oil fumes out of the cockpit. The spinning u-joint between the seats was always a concern,,,Duh! There were several times I wore old flying goggles to keep the oil fumes and dust from stinging my eyes as I drove. Boy,,,did I get the laughs from the passer bys. But I didn’t care,, I had a classic British automobile.

Since I worked at a sheet metal place at the time, I scrounged several pieces of galvanized sheet metal and fabricated a pretty good looking tunnel. Again on a \$00.00 budget. It sounded like hitting an oil drum when we got on to rough roads. At last no more dust and fumes. The rocker panels were rusted thru and not knowing at the time exactly what they did to strengthen the integrity of the body, I saved up my money and “pop-riveted” new ones in place. That worked great. Oh the things we do when we are young, broke and don’t know any better. The rear of the TR had been hit long before I owned it, and the boot lid was bent in, the pot-metal hinges were broken, several TRIUMPH letters were missing, the rear bumper was bent, and the left hand rear wing and light assembly was crushed in. I loved this car. Some red electrical tape made a great opaque tail light lens.



Another mystery to me at the time was why the engine turned over so slow when the starter was engaged. I told myself it must be the

Lucas electrical system everyone tells me about. But all the cables that passed through the firewall would get hot when I started the car. Of course there were no rubber grommets at the time. I re-built the starter to no avail. So I began removing every cable that passed through the fire wall one at a time. The engine turned over slower and slower. The remaining cables got hotter and hotter. At this time in car knowledge infancy I was baffled. So I turned out the light and went to bed. About 2:00am I sat up in bed and shouted "there is no grounding cable from the engine block to the frame" Duh! I got up put on my coveralls and headed to the garage. I secured an old battery cable to the body and to the starter mounting bolt and hit the starter solenoid button under the hood. Note; Even at 2:00am take the car out of gear. Since I was straddling the right front wheel with my feet, Winston rolled up onto my foot. There I was, nothing else to do but to hit the starter again and continue to roll the TR off my foot. Anyway, the starter turned the engine over like never before. Grounding problem solved. Back to bed at 2:30am with a sore foot to boot.

One weekend at National Guard drill, I noticed that the front left wheel was making quite a bit of metal grinding noises. I nursed him home and found out the outer wheel bearing had totally disintegrated. The disc brake assembly was the only thing holding the wheel on. The axle was ok, so I saved up some



cash and bought new wheel bearings for both front wheels. During disassembly I noticed that the left front wire wheel spokes were



really loose. I delegated that wheel to the spare. That remedied that. Over the following years we had great times and made wonderful memories. Winston only left me sitting two times.

The first time was when the coil low voltage lead wire broke. A quick stripping with a pocket knife, a twist of the ends together, and off we went. The second time was a little more serious. It seemed that the temperature sending unit did not work at all on Winston. I of course was saving up for a new primary sending unit. In the mean time the radiator had a crack in the filler neck, and the angled heater valve fitting that screws into the head was not in tight. The reason being Mike had taken the head off because he read somewhere you needed to decarbonizes the head once in a while! You have to screw this heater fitting in before you re-install the head, or you can't get it tight. All you TR-4 owners know this. I do now. Anyway, I was mowing grass at my boss's farm and was on the way back to town about dusk when the engine seized up from over heating. I always carried a gallon of water, but forgot to check the level prior to leaving the farm. No temperature indicator, no water in the radiator. It was like in the movies when the fighter pilot gets shot up and the smoke and oil fill the cockpit. He rips off his goggles, wipes the oil and smoke out of his eyes and bails out. Well that's kind of what I did. The engine seized, the rear end locked up, smoke started coming up from the floor board. So I dumped the clutch, cut the ignition, and headed for the shoulder. As soon as Winston came to a halt, I bailed out, and ran. Was he going to blow? I didn't know at the time what had happened. Luckily no flames, only smoke and a horrible crackling sound from deep inside the engine. I thought to myself this might be serious. I hitched a ride into town, called the wife from a pay phone (no cell phones in those days,, and if you could afford a car phone it was as big as

a Buick), rounded up a rope for towing, and in the family sedan (Herbie VW) went back to retrieve Winston. It was so hot that I could not touch the engine all that evening. So I let him cool down over night. The next evening I changed the oil, put in water, and of course, Winston fired right off. Kool I thought. No problems.



Well the front engine block seal and the copper lower cylinder sleeve gaskets that keep the water out of the oil gallery had burned out. So I had water injection into the oil. Every two days or so I would get under the TR, pull the oil sump drain plug and drain the water out until the chocolate brown oil/water mixture came out. Put the plug back in, and top off the radiator and oil. That went on for close to a year. And Winston ran like a champ. I have great praise for that Massey-Ferguson tractor engine. Note; Back in the day going to the tractor dealership was way cheaper than going to the Triumph dealer for some of the engine parts.

We moved to a new house, got a new job with better pay, purchased another car, and Winston was relegated to the garage for an overhaul. I removed the engine and transmission. I rebuilt the engine, made several ash trays from the galled pistons. Again not knowing all there is about rebuilding, I was uneducated when it came to the use of an engine stand. I had no idea they were around. So I re-built Winston's engine using two 12" cinder blocks as supports.



Tricky but doable. I resealed the transmission, rebuilt the brake cylinders, replaced the shocks all round. After the engine rebuild, he fired right off like nothing ever happened. Now it was time for a new paint job. I stripped the body. Note; with the paint gone don't drive to work when there is a chance for rain. That's right, it all rusted up again. I did the best I could on the body work, and had a neighbor who owned a body shop shoot a new coat of BRG on him. When I went to pick Winston up, the paint guy said I was no body and fender man. He had to re-do all of my body work. \$150.00 well spent. Winston never looked better however. I bought a new carpet set from J.C. Whitney, a new tunnel from Harrigan Motors, and new tires from Phillips 66. I even treated Winston to a new exhaust system from Leo Long at the newly opened Long's British Parts (now known as Victoria British). Note; Leo was a good friend and he will be missed. We drove the roads to work and to the ice cream shop for several more years. But like all things, someone wanted Winston real bad, kind of like I did when I first saw him. A new deal was struck and Winston was gone. The new owner drove him for years, and now he resides somewhere in St. Louis. Someday I would like to find Winston, set in the pilot seat, and recall the times I had in my first, but not last, British automobile.



When you own a Vintage Triumph automobile you learn real quick how to fix it and do the work a-rounds to get you where you need to go and back. You work on it all weekend to drive

it all week. Or you work on it all week to drive it all weekend. Which ever it is,,,you love it. Most under body parts never rust because of all the oil leaks. The wood dash always lasts longer than the Lucas electrical system. You learn to enjoy soggy bucket seats, and always remember to park on a hill in case the starter gets cranky. When cars pass you by, the drivers always look and smile. They nod their heads, give you thumbs up, and the kids stare and ask what it is. They tell them that they used to have one just like that, and they probably wish they hadn't sold their UK iron for that new four-door Honda.
Sincerely,

Ron Denning

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WEDGE WORDS I



Keeping up with replacing the normal wear items on our Triumphs can be exhausting if we drive them

any significant amount. Even if they are mostly just garage fillers where brake pads never wear out the gas still goes stale, tires rot, brake hoses deteriorate, and the tin worm never sleeps. Except for batteries, starters, alternators, bulbs, hoses, belts, and all those normal things my Triumph has been trouble free. Well at least the engine with well over 100K has never been opened up and shows no real sign of needing to be anytime soon. But getting back to my original thought about Triumphs being exhausting. My TR8 is in need of work on its exhaust system.

For a car built back in 1980 that burned leaded fuel when it was new in Germany the exhaust has held up pretty well. It got new catalytic converters as soon as it was brought into the USA. I'm sure the originals were trashed. When I bought the car in 1990 the rest of the exhaust was what was installed at the factory. And that lasted me for 15 years or more till the rear silencers began to rot away. I found a pair of used Monza mufflers with pretty chrome twin tips and had those welded in. But after a few years one of those crumbled to a pile of rust bits. By then the rear pipes were getting thin and had been welded on a few times so I had them replaced and put some simple glass packs in place of the rear silencers.

I once removed the transmission to replace

the front seal and to check the condition of the clutch and to do that I had to remove the main mufflers and intermediate pipes. Neither came off without a good bit of persuasion from heat and a large hammer.



And when they went back on they looked somewhat the worse for wear. And the rear pipes had to be welded directly to the mufflers. So that left the transmission trapped in place. And now finally one of the main mufflers has sprung a leak that I am unable to braze shut. Before the whole mess falls off leaving me stranded miles from home, it is time for some major replacements.

Since only 2500+ TR8's were ever made, parts like exhaust that are unique are not plentiful. I finally decided to bite the bullet and ordered a whole new system from Rimmer Brothers in England. Stainless is all that is available.

Inexpensive it was not! Now I just need to find the time to cut away all the old mess and bolt the shiny new system in place. If I can get that done all in one day I will feel quite lucky. The fact that the new parts have a lifetime guarantee means I won't ever have to buy replacements again. Even if they just last 30 some years like the originals they will probably outlast me. I would get to work on the car right now but I'm exhausted.

P.S. I did get the new system installed but it was far from quick or easy. Note to self: Always do a trial assembly on the garage floor first to see that pipes slip together easily and measure against old system to be sure length is correct. Modify and adjust as necessary. If I had done this it would have saved me many hours under the car trying to bash things together and having to remove it all after I found it didn't go together fully or fit correctly. Once joints were deburred and length shortened the installation went fairly smoothly. And now the car has a sweet rumble without being noisy.

Wedge Words II

I know the Triumph traveling season is about over but for some reason I was thinking about ways to be more secure on the road. The experts all tell us that we should lay all our credit and debit cards along with photo ID's and such on a copier and make a copy of both sides so in case the cards go missing we will know who to call and what the numbers are. Great idea and nowadays most home PC printers have a copy feature that makes that easy. Or any library or office supply store will have a copier you can use for less than the price of a cup of coffee at McDonalds. But then this opens another can of worms. Not only do you need to protect your cards from falling into the wrong hands, you have to now protect the copies you made. The copy contains enough information for the bad guys to order tons of stuff online and charge it to you. So if you carry a copy in your luggage and that goes missing you have a lot more to worry about than just the lack of clean undies. Tech savvy folks say no problem, just use your smart phone to snap a picture of all those cards. Well guess what, the crook who steals your

cards will also be sure to steal your phone too! I think a copy of the cards left at home in a place not likely to be easily found by a thief or perhaps a copy left with a very trusted friend might be safer.



And these days with everyone packing tons of plastic and very little if any cash I like to stash some real money somewhere I can find it but maybe others won't. A couple of dead presidents folded under the spare tire might just be the thing to get you out of a tight spot someday. When a good Samaritan stops and pulls you out of the ditch or jump starts your dead battery or gives you a ride to the gas station or lends you some duct tape for that split hose, you will want to offer him or her a bit of a reward for the kindness. But if all you have are a stack of credit cards and your smart phone you may find no way to properly say thanks. Wouldn't it be nice if you could come up with a ten spot or a twenty to slip him or her?

And next time you get some junk mail offering you yet another credit card with no annual fee you might just want to activate it even if you never plan to use it. Then stuff that card in your secret place along with the dead presidents. Now in a

pinch you will have a bit of cash and a credit card even after your wallet or purse has gone astray.

No scheme is perfect and I'm sure my suggestions aren't fool proof either. If there are better ideas then I'm open to suggestion.

And of course you will soon forget this stashed cash. The credit card account will have been closed due to lack of activity so no harm done there. Someday your car will get a new owner and if they ever decide to clean it thoroughly they will find your stash and enjoy your unintended generosity. No time to write more. I've got to go check all my cars to see if some previous owner was following my advice.

Steve Olson

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A Short History of Triumph: Part VI

1968 – 1981 The Final Triumph

It's been well over 30 years since the last Triumph came off the factory assembly line. One can only speculate as to what might be today if British Leyland had had proper management. But sadly the Triumph Marque is a marque of the past and resurrection by BMW, current owners of the Triumph name, seems highly unlikely. Fortunately the years 1968 – 1981 produced many Triumphs which are still affordable and are typical outstanding examples of the marque.

During the middle '60's, Triumph sports models finally dropped the famous Vanguard 4 cylinder wet liner engine in favor of the Spitfire 4 with 2 additional cylinders. The six delivered a more refined and balanced power, although no more of it, unless equipped with petrol injection which unfortunately never legally entered the U.S.



1968 Triumph GT6

The first sports model to receive the 2-litre six was the hatch-back Spitfire coupe dubbed the **GT-6**. Often thought of as a poor man's E-Type Jag, they were small, hot in the summer, but attractive and rather fast. With the improved rear suspension of the **MK 2 GT6** they were fine handling Grand Touring cars. More than 30,000 were produced from 1966 to 1973.

In 1967 the TR series received the same 6 cylinder engine stroked to 2.5 liters and with a new head. This was shoehorned into the TR4A and fuel injected to produce the 150 HP **TR5 PI**.



1968 Triumph TR5

With its ample acceleration and top speed, It may be the most desirable TR of all. Less than 3,000 were built and they were not exported to the USA. Reasons given ranged from dealer fear of the Lucas petrol injection, to its inability to meet federal emissions standards. The U.S. version of the TR5 was the **TR250**....nearly identical but with twin Stromberg carbs instead of fuel injection and only 104 HP! It was a smoother more comfortable car than earlier TR's, but no increase in performance. They came with the trendy American stripes and RoStyle wheel covers popular with muscle cars of the day. Nearly 8,500 TR250's were sold in 1967-1968.



Triumph TR6

The **TR6** made its debut in January 1969 and was very popular with nearly 95,000 copies sold through 1976. Karmann of Germany substantially updated the styling, but

mechanically it was nearly identical to the TR5 & TR250. Again the USA had to do without the petrol injection. Nevertheless it's a comfortable long-legged sports car with good performance and an aggressive masculine look.



Spitfires continued in production until 1980 and easily became the best selling Triumph sports model ever. They were always powered by 4 cylinder engines and although the engines grew larger they produced less horsepower, which alas, was the scheme of things in the Federalized 1970's. Spitfires were arguably the best looking and most comfortable small sports cars ever made.



The **Triumph 2000** series sports sedans were big sellers in Europe from the mid '70's. They replaced the Vanguard and used the same 6 cylinder as the TR250 & TR6. A few were exported to the states and having driven one, I can testify they were a solid sports sedan. This series along with the **Toledo, Dolomite**, and **FWD 1300/1500**, were the "bread & butter" cars of the company. The **Sprint** version of the Dolomite, with a 4 cylinder 16 valve head, was an outstanding performer and well ahead of its time.



A 4-seat sports model based on the 2000 sedan and styled by Michelotti was introduced in 1970, and retained its factory code name...**Stag**. It featured Triumph's first V-8 engine which was created by the 90 degree mating of 2 OHC Dolomite 4 cylinder engines. In concept the Stag was not so much a sports car as a personal luxury vehicle. Early problems with the engine were later sorted out. In production to 1977, it was popular with the

English yuppies and nearly 26,000 were made. After 1973 it was withdrawn from the U.S. market and probably less than 3,000 were sold here. It was the first Triumph sports car to offer an automatic transmission.

The **TR7** ...controversial from the beginning was radically different than its TR predecessors. It was praised for excellent handling and comfort but equally damned for poor quality control and drive train weakness. To be fair, the problems were much improved in 1977 with an upgrade to a strong 5-speed transmission and the move of TR7 assembly to the Coventry factory. But damage to Triumph reputation for bullet proof mechanics and reliability had been done.

The engine was a design Triumph had produced in the 60's for Saab (Saab later took over manufacture of their own version). It was the same OHC aluminum head 4-cylinder used in the Dolomite but inclined at a 45 degree angle and bored to displace 1998cc. Two versions with different outputs were used. The U.S. version with Zenith-Stromberg carbs or fuel injection was rated from 86 to 92 HP, while the rest of the world used SU carbs and developed 105 HP. A Sprint version with the 16-valve Dolomite Sprint engine at 127 HP was planned but labor problems intervened. Nevertheless with the addition of the attractive convertible in 1979, 111,000 TR7's were produced making it the best selling Triumph **TR** ever!



1981 Triumph TR8

The Triumph Marque burned out of existence with a fitting final flare....the end of the TR series the **TR8**. It was introduced May of 1980

to the U.S. market and was never offered for sale in England. Rave reviews followed in the motorcar magazines and showed the TR8 capable of muscle car performance equaling the current Corvette. Power came from a 3.5 liter aluminum V-8 having nothing in common with the Stag V-8. In fact the engine's origin can be traced back to the Buick Special & Olds F-85 from the early '60's! British Leyland bought the tooling from GM to supply Rover with a V-8. The engine was fed with twin Stromberg carbs on early non-California cars, and later by Lucas/Bosch fuel injection. The TR8 was produced almost entirely in convertible form and was handsome indeed with alloy wheels and twin exhaust pipes. It was a fitting model to end the TR series, rising to a performance level with its contemporaries that the TR2 enjoyed back in 1954. But only 2,815 were manufactured before production ceased for the Triumph Marque. (Disregarding the badge engineered Honda Acclaim... that's another story) The last car rolled off the assembly line on Monday October 5, 1981. What happened to the parent company BL & JRT? In the mid '80's Jaguar was owned by many, including Ford, and is currently owned by Tata Motors of India. Leyland was sold to the Dutch DAF, and BL became Rover Group which was sold to British Aerospace and then to BMW. Thanks to Ford, Tata, and BMW, Jaguar and Rover survive. BMW owns the names of many British marques including Triumph.

From Siegfried Bettman's bicycles of the late 1800's to great sports cars of the early 1980's, the Triumph Marque produced a line of vehicles as varied and as wont to success and failure as the times in which they existed. They have affected the lives of millions of people and today are a source of great pleasure to the devotees of the Triumph Marque.

-Paul McBride

Kansas City Triumphs Sports Car Club Treasury Report

Treasury Report 01/01/13 to 11/30/13	<u>Year To Date</u>	<u>Current Month</u>
COMMERCE CHECKING BALANCE 01/01/13:	\$3,497.05	
INCOME		
Advertising	\$170.00	\$80.00
Banquet, Current Year	\$0.00	
Banquet, Prior Year	\$0.00	
Membership Dues, New	\$330.00	
Membership Dues, Renewal	\$990.00	\$90.00
Other Inc., Donations	\$2.00	
Other Inc., Grill Badges	\$0.00	
Other Inc., License Plate Frames	\$0.00	
Other Inc., Raffels for Charity Donations	\$0.00	
Other Inc., Raffels for Regional VTR Seed Money	\$594.50	\$33.00
TOTAL INCOME	\$2,086.50	\$203.00
EXPENSES		
2014 Regional VTR Seed Money to VTR Commit.	\$553.50	\$33.00
Administrative	\$155.49	
Banquet Expenses, Current Year	\$0.00	
Banquet Expenses, Prior Year	\$0.00	
Charity	\$0.00	
Entertainment	\$426.39	
Gifts, Awards	\$51.79	
Gifts, Misc	\$6.49	
Gifts, Name Tags	\$554.36	\$339.77
Insurance	\$200.00	
Misc.	\$0.00	
Misc., License Plate Frames	\$0.00	
Registration, Kansas State	\$40.00	
Reimbursable	\$0.00	
Website	\$11.99	
TOTAL EXPENSES	(\$2,000.01)	(\$372.77)
INCOME - EXPENSES:	\$86.49	(\$169.77)
COMMERCE CHECKING BALANCE AS OF 11/30/13:	\$3,583.54	
CASH BOX	\$35.00	
TOTAL KC TRIUMPHS CLUB TREASURY AS OF 11/30/13:	\$3,618.54	

Club Officers 2013

Director: Ed Blend 913-897-2348
edblend@sbcglobal.net

Assistant Directors: Ron and Susan Ray Ronald-Ray@sbcglobal.net Susanray48@HotMail.com
816-531-2707

Secretary/Treasurer: Bob Aguilar
913.681.3202
rgaguilar@aol.com

Historian: Paul McBride (co-founder)
913.441.0499
pmcbtr3@everestkc.net

Advisor/Publicist: Jack Edwards
816.348.0773
jackhedwards@gmail.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

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!

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>



Chairman's Message: Welcome to Excelsior Springs.

2014 South Central Regional Vintage Triumph Register
APRIL 27 TO 30, 2014



Excelsior Springs was a worldwide attraction for their healing mineral waters in the late 1800's to early 1900's. Our host hotel, The Elms Hotel & Spa was built in the 1880's to serve affluent mineral spa devotees.



Excelsior Springs is just 29 miles
from Kansas City, MO

The Elms today

The Elms completed a multi-million dollar complete update and remodel in 2012. They have one of the largest spas west of the Mississippi for your enjoyment. Head to their web site for information about this beautiful resort hotel <http://www.elmshotelandspa.com/>



Spa at the Elms

Area Attractions

You will also want to see the **Hall of Waters** and try their soda fountain of mineral waters. The Hall of Waters was placed on the Clay County Historical Landmark Register in 1981 and listed on the National Register of Historic Places on June 9, 1983.



Jesse James This museum features the largest collection of James family artifacts, and is accompanied by outlaw Jesse James' family home and farm in Kearney, Missouri. Tour the museum and restored home, and view an informative video that relates the story of Frank and Jesse James and their bank- and train-robbing escapades. There's also a gift shop where you can procure Jesse James tee shirts, coffee mugs and other souvenirs. Jesse James' home and grave is about 10 miles away

Schedule

Sunday April 27, 2014

4:00 PM – 8:00 PM

4:00 PM

4:00 PM – 10:00 PM

Monday April 28, 2014

Registration/Hospitality (Silent Auction)

Self-guided tour of area*

Car Wash open

8:00 AM – 10:00PM	Car Wash Open
8:00 AM – 6:00 PM	Registration/Hospitality (Silent Auction)
8:00 AM – 4:00 PM	Gimmick Rally*
3:00 PM – 5:30 PM	Autocross Car Inspections*
3:00 PM – 5:30 PM	Autocross tech session and Drivers Meeting*
6:00 PM – 8:30 PM	Welcome Gathering (Food & Music)
<u>Tuesday April 29, 2014</u>	
7:45 AM – 10:00 AM	Breakfast Run*
8:00 AM – 10:00 PM	Car Wash Open
8:00 Am – 6:00PM	Hospitality Room (Silent Auction)
8:00 – 9:00 AM	Group Photo in front of Elms
10:00 AM – 3:00 PM	Autocross/Funkana*
Noon – 1:00 PM	Judges Lunch & Training
2:00 PM – 3:30 PM+	Presidents Meeting
4:00 – 5:00 PM	Mark Show classes on Field
5:00 – 7:00 PM	Place cars on Field
6:00 PM	Dinner Run* (Van Till Winery)
<u>Wednesday April 30, 2014</u>	
6:00 AM	Car Wash open
8:00 – 9:00 AM	Finish placing cars on field
9:00 AM – 2:00 PM	Concours Judging & Participants Choice Voting
3:00 – 4:00 PM	Conclusion of Silent Auction & Winners Announced @ 3:45 – 4:00
4:00 – 5:00 +	Presidents Meeting Select Award Winners
6:00 – 7:00 PM	Social Hour
7:00 – 10:00 PM	Awards banquet

The committee has worked for the last eighteen months planning this event. They have planned rallies, tours, and secured the accommodations and a host of other things that go into making a successful and enjoyable event.

It is the planning committee's hope that you will have a great time at the 2014 South Central Regional Convention. During your stay, you will be able to identify the committee members by their fluorescent green vests. They will glad to answer any questions or give directions to local sights for you to visit.

The Excelsior Springs Police Department has worked closely with us, and they will be glad to assist you in any way they can. Be sure to thank them for the security services they are providing us when they assist you

Please join me in thanking the planning committee and the rest of the KC Triumphs for all of their efforts. We hope you find this program useful as it will give details of the events, history and places of interest in Excelsior Springs. I encourage you to contact any of the 2014 planning committee members with any questions or concerns.

Welcome to Excelsior Springs! I look forward to visiting with each of you. If you see any way we can improve the event please let me know your thoughts.

Jack Edwards

Chairman 2014 SC Regional
Kansas City Triumphs Host

Registration will be available beginning August 15, 2013 at

<http://www.kansascitytriumphs.com//> .

Those registering between August 15 and December 31, 2013 will be entered in a drawing to be held Jan 6, 2014, for one (1) night's stay at the host hotel (The Elms Hotel & Spa).

There will be six (6) winners; the night's stay has a value of \$104.00 + taxes.

Good Luck!!

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and American Cars**

Plus many others!



Club Event Schedule

December

5th	Christmas Banquet	6:30 PM	Yin	Wil Jenny's	Starts with a Happy Hour
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26th	Board Meeting	6:00 PM		Birdies	Anyone Welcome
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2014

January

9th	VTR Regional Planning Meeting	6:00	Jack Edwards	Paul & Jacks, NKC, MO
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11th	Planning Meeting	TBD	Ed Blend	TBD
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DO YOU LIKE
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KANSAS CITY **TRIUMPHS** SPORTS CAR CLUB!

Club Director
Ed Blend

edblend@sbcglobal.net 913-897-2348

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.**

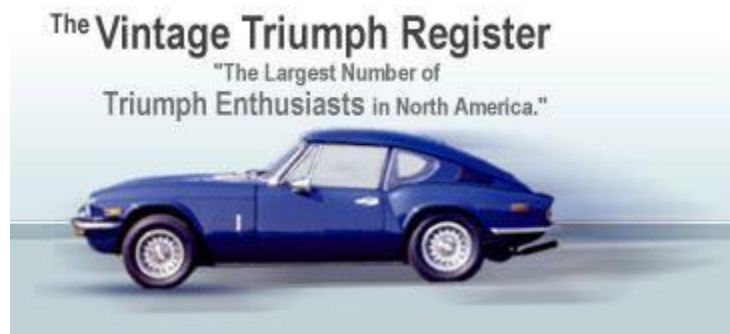
Don't have a Triumph or your car or cycle is not a showstopper? Don't worry . we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 each year) 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!



Membership forms for the VTR are online at <http://www.vtr.org/>