



Volume 36—Number 5 December 2014

Directors Drippings

By Ed Blend

On December 3rd we had our Annual Holiday Banquet. This year saw a change in venue, we went to Nick and Jakes just north of the plaza. I for one thought the location, the place and the dinner was superb. 38 of us took part, hopefully all enjoyed. In my opinion the high light of the evening was presenting Paul McBride with a plaque commemorating his 36 years of continuous service to the Kansas City Triumphs. A big thank you to John Maas for emceeing the evening, his jokes were funny, all of them.

I want to thank Amy Taylor for arranging a wonderful evening and Paul for being one of the cofounders of our club and his service. I also want to thank Gary Davis for being the other cofounder. Without their willingness to start an organization for our cars, if even another Triumph club would have started at all.

As I see it we are a very diverse group of people with a common thread of interest, Triumph motor cars and cars in general. We all get something from belonging be it technical information, socializing, showing off our cars, helping others work on their cars or group activities. We should all take advantage of one or all of the perks. We have a 10% discount at Victoria British, we are so fortunate to have them in our community. We also have a top notch newsletter published and edited over the last seven years that I have been a member by Chip Kiger and now by Bob Aguilar. The change from one to the other was smoothly done with no reduction of quality. I want to thank both for their contribution to the club. Chip has remained as our Webmaster, even though he has been hobbled by a bum knee he just kept on going. I understand his knee is on the mend, way to go Chip.

We presently have a strong dedicated Board of Directors, hopefully all will continue doing what is needed to ensure we remain viable as a club for future and present members. I want to thank them for their hard work through thick and thin to keep us moving along. I also want to thank all our club members for belonging and those who have stepped up when needed such as volunteers for the high light of the year's events, the 2014 VTR South Central Regional. There were many members who significantly contributed. They have been named previously and to each and every one we owe a big thank you. It was a great show chaired by Jack Edwards whose inspiration and hard work started it all. Also, a hearty thank you to Kevin and Janet Smith, who loaned us there garage, for our Spring Tune Up when Garry Perry was no longer in a position to host.

In the mood of thanking I want to thank Larry and Linda Taylor for hosting a very nice evening at the Holyfield Winery and opening their house for our yearly Planning Meeting, Woody and Holly Underwood for hosting our annual Chili Supper, Ray and Barb Overton for hosting our annual Bar-B-Q and Darren and Amy Taylor for hosting our movie night. Hopefully I have not forgotten anyone, it has been a long year and my memory has been a little short lately.

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Vacant

I also want to thank all of our members and Directors for dedicating time to our club. Without you there would be no club. I want to wish all of our members a Merry Christmas and a healthy, happy New Year. Good motoring...*ed*

Cool Aluminum Finned Valve Cover

By Ron Denning

I always wanted to put that cool aluminum finned valve cover on our 75 TR-6. So when I found them on sale I picked one up. After reading the fine print it seems that the fit is not a perfect one for a late model TR with the huge EGR valve sticking out of the head. But I tried anyway.

I could coax the cover on but indeed it hit the EGR valve. Not to be defeated, I took a closer look at all the clearances. I determined that if the valve was screwed out a couple of turns and the jamb nut retightened, the valve cover would fit with a smidge of room to spare. The EGR valve to intake manifold steel pipe had to be modified to fit. The last problems were the brake booster vacuum line bracket and fuel collector brackets in the small vacuum lines that had to be readjusted.

In the end the finned aluminum rocker cover fit and looks really good.



The Red Sports Car

Submitted by Jack Edwards

See the Red Sports Car
It goes fast, fast, fast!
See the Brave Driver
He is looking in his Mirror!
See how his lips move
He is spelling a word!

E * C * I * L * O * P

Now see how his lips Move
Oh Shame, Shame, Shame!

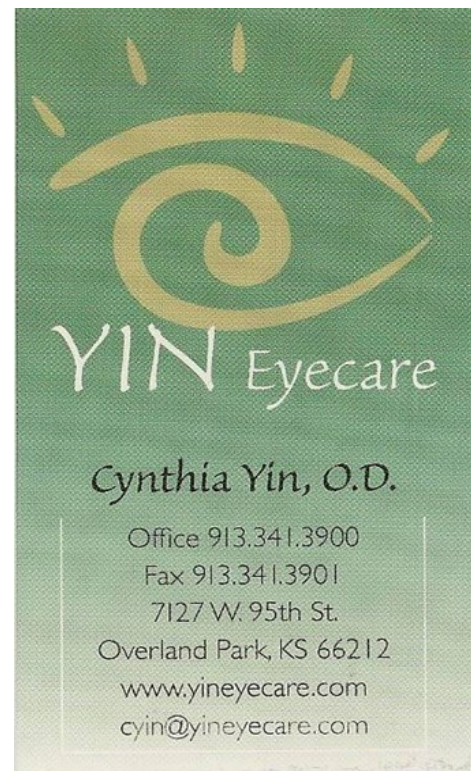
HARVESTORS WORK DAY

By Jack Edwards

Nine members of the Kansas City Triumphs met at Harvesters November 25 for our third work day in 2014. We spent 2 hours assembling boxes and sorting bread products. When we finished, several of us met at Gates BBQ. Several of the sorters stated that they didn't want to see any more bread products.

It took longer than usual to get to Gates, it seems we were at the end of the Ferguson, Missouri supporters marching to the Plaza and then to Westport. We saw almost as many Police cars and TV and Radio news vehicles as marchers. This did give us more to talk about, while eating.

We will be selecting workdays for 2015 at the planning meeting in January.



Triumph Drivers' Club

By Steve Olson

As a member of the Triumph Wedge Owners Association I was recently offered the opportunity to purchase the special TR7 40th anniversary edition of the newsletter from the Triumph Drivers' Club in the UK. Of course I am a sucker and ordered it. It is a nice full color 50 page special that was an interesting read. Then I visited their web site and found I could have gotten a lot of the same information for just the click of my mouse. Since many of our KC Triumphs members are less familiar with the wedge shaped cars then other TRs I thought you might include a link to that web site in our newsletter. http://trdrivers.com/tr7_40th_anniversary.html

Since their annual membership is 32 pounds and I won't be able to attend any of their events I don't think I will be joining. But now that I am aware of their club I will check them out on the web from time to time to see what they are up to and perhaps get some fresh ideas that we could try here.

1975 TR-6 Keys

By Mark Gillissen

Having recently breathed life into my 1975 TR-6, I realized I could find only one set of keys and was concerned that I might lose them. Naturally, I asked my wife what she did with her set. Well, that was mistake. She asked me what I did with my set and the discussion went from there. In the end we concluded that it would be best to quit looking for the spare keys and have additional keys made.

The trunk/ glove box key blank was readily available but the all-important ignition key blank was not to be had. So I dug deep into my pocket and bought the logo key from Victoria British and headed to a reputable local locksmith. He quickly cut a couple of trunk keys and the ignition blank I gave him. I left with his thanks and advice to bring them back if they didn't work.

Sure enough, the trunk key worked great but the all-important ignition key was a bust. On inspection it appeared to me that he cut both sides of the key using one side of my original. The next morning I fired up the TR-6 and headed back to the locksmith for a fix. As you might expect he was baffled that his considerable experience resulted in a key that did not work. Experience probably did him in because a novice like me would have turned the original over to cut the other side; instead, being efficient he used one side of the original key to cut both sides. Apparently that works well with most modern cars. He couldn't figure how the TR6 lock worked with the key in either orientation. I pointed out that the car was British and Lucas probably had a hand in the

ignition lock design.

He humbly started his search for TR6 ignition key blanks and called me several days later to try again. The new key worked great and so I had him cut another one just in case.

The locksmith's theory on how the key works is there are two sets of tumblers and the shoulder on the key determines which set is used. I wasn't going to allow him to prove his hypothesis on my ignition switch so it's still only a theory. By the way, this locksmith has a few more TR-6 key blanks if you're in need of a spare TR-6 ignition key. (Editor's note: For the name of the locksmith give Mark Gillissen a call using his phone number listed in the Membership Directory)

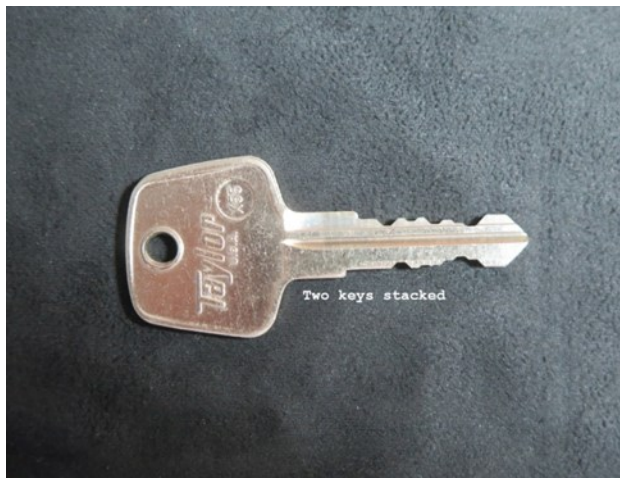


Note the bottom of the upper key and the top of the bottom key are not the same



View with keys flipped over

Final photo found on next page



Both keys stacked

WEDGE WORDS

By Steve Olson

I thought the Lake Garnett Gran Prix Revival this year was in several ways a big improvement over last year. Spirited laps on the historic race course were now much better controlled with limited numbers of cars on the track at a time. Slower cars, faster cars, and really fast cars were separated into different groups and ran at different times. All but a few straights were designated as no passing zones. Strategically located flag stations were ready to warn oncoming drivers of problems ahead. An EMT ambulance and a fire truck stood at the ready just in case. So my safety concerns from last year had been addressed. And that must have paid off since there were no injured people and not even any bent metal. A few drivers did admit slipping off the pavement and collecting some grass clippings in the undercarriage but driving skill and mainly luck limited the damage to only bruised egos.

The weather man provided a dry day with clouds that occasionally allowed the warm sunshine to reach us. Morning temperatures were low enough to make a jacket feel good. A coat would have felt even better. Later in the day it warmed a little. Still hot coffee tasted better than ice cold soda. The BBQ lunches were tasty as were the biscuits and gravy. The Z car club sold home made cookies and 50/50 tickets donating the proceeds back to the event. I have never met a cookie that I didn't like so I contributed often.

Inside the shelter house there was a nice display of memorabilia from the glory days of SCCA racing on the course. And some souvenirs were available for sale. I don't think most participants were aware these were there. The car display area was more of a parking lot than a car show. Cars were grouped by scheduled track time rather than by club or make or vintage. Few non-

participants got a chance to see the cars.

And with the emphasis on driving the track this year and the autocross was in a different location that I did not attend, there was no rallye to bring cars and drivers into town to see local attractions and interact with local residents. Many of us missed the opportunity to spend any money at local businesses.

So in my opinion there is still a little room for improvement. The good news is that next October another chance will present itself. So plan to attend and even volunteer to help out if you can.




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2014 Holiday Banquet

December 3, 2014



L to R: Paul McBride, Gary Davis, Jack Edwards and Larry Taylor



Holiday Banquet MC John Maas



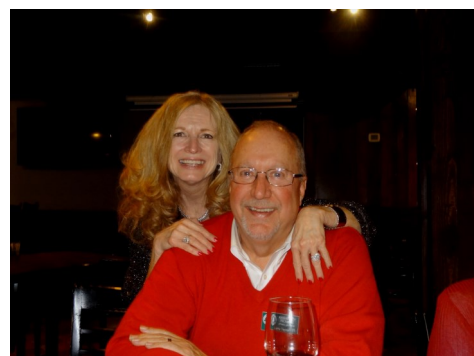
Ed Blend presenting Paul McBride an award for 38 Years of Continuous Service



Richard and Ann Woody



Steve and Sandy Boyse



Linda and Larry Taylor



Woody Underwood and Holly Ross



Standing: Steve and Jane Vehlwald
Seated : Bob and June Haefner



Debra and Gary Davis



Stanley & Margaret, Endecott, 1975 Spitfire

Bob & June Haefner

Chris Wright, 1970 TR-6



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WEDGE WORDS (Again)

By Steve Olson

How much consideration have you given to your Triumph's voice? Remember way back when not only could you look at a car coming up the street and know its make, model, and year but when even if you couldn't see the car you could hear the difference between a four cylinder, a six, and an eight? I can remember that far back. But then one of the first bits of a car's personality to be lost was the sound of the engine. All cars were made to be whisper quiet by employing lots of expensive pipes and mufflers and resonators snaking around underneath. And back when gas had lead in it those expensive pipes and mufflers rusted out and had to be replaced every couple years. I'm not sure why we car buyers let the manufacturers get away with muting our cars.

My TR8 came to me in pure stock configuration. Since the exhaust wasn't broken I didn't mess with it. Plenty of other systems demanded immediate attention. Eventually the rear resonators rotted out and I replaced them with some used custom ones I found in Texas that had pretty twin tips and perhaps let just a tad more music out. After a few more years the rear pipes and those same resonators succumbed to the tin worm too. The music without any resonators was a bit too raucous for me. So I had some glass packs welded in their place. I could tell the music was in there but it wasn't getting out. Finally in another few years the main mufflers began to turn to iron oxide and to my surprise replacements were not available at any of the usual suppliers.

After studying my options and saving my money I ordered a complete stainless system from across the pond. It had two mufflers, a crossover pipe, and two resonators just like the original but I chose not to have the catalytic converters. There were a couple of options; one was called quiet and the other was called loud. The loud one just had pipes in place of the resonators or mufflers I can't recall which. After much debate I chose the quite setup.

Installation was not nearly as easy as I had hoped but eventually I managed to get everything fitted and connected. I started the car and noted the sound was sweet with just a tad more volume. A couple of tanks of gas later the sound was very melodic and could be heard plainly by anyone within a few car lengths. After a few thousand miles the deep baritone just keeps getting richer but now the volume is up to the point that I love it but I am not sure everyone around me appreciates it. That of course is their problem not mine.

Back in my youth I would have preferred wide open exhaust with no mufflers at all but of course the law didn't allow that for street use. I now prefer a mellow tone but still want to be able to hear the engine doing its work. Who needs to be able to

hear the radio or the navigator's voice when you can listen to the sweet voice of internal combustion

PLAN ON IT!

Triumph Club's Planning Meeting & Potluck

Host Paul & Margaret McBride

Phone 913-441-0499

When Saturday, January 17 at 5:00 PM to Saturday, January 17 at 9:00 PM

Where McBride's House
22714 W 51st St
Shawnee, KS 66226

Message From Host

The club will provide BBQ Meat. Please bring your favorite side dish or dessert to share. Parking in the driveway or street. Don't worry about British Car OIL as the driveway is due for replacement!

Put on your thinking caps and come up with suggestions for lots of creative ideas and events to enjoy with your Triumph Club friends in 2015.

Spot the Triumph?



2015 KC Triumphs Calendar of Events

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Lead Person</u>	<u>Location</u>	<u>Notes</u>
1/8	Club Night Out	6:30 PM		Birdies	Moved to 2nd Thursday because of New Years Day
1/17	Planning Meeting	5:00 PM	Paul McBride	Paul's House	22714 W 51st St. Shawnee , KS 66226
1/29	Board Meeting	6:00 PM		Birdies	All Members Welcome
2/5	Club Night Out	6:30 PM		Birdies	
2/26	Board Meeting	6:00 PM		Birdies	All Members Welcome
3/5	Club Night Out	6:30 PM		Birdies	
3/26	Board Meeting	6:00 PM		Birdies	All Members Welcome
4/2	Club Night Out	6:30 PM		Birdies	
4/22-25	VTR South Central Regional		Steven Johnson	Hill Country Triumph Club	stevenjohnson7@sbcglobal.net
4/30	Board Meeting	6:00 PM		Birdies	All Members Welcome
5/7	Club Night Out	6:30 PM		Birdies	
5/15 -16	Heart of America Car Show	TBA	Ed Blend	Crown Center	Contact Ed for details
5/28	Board Meeting	6:00 PM		Birdies	All Members Welcome
5/31	Club Picnic	TBA	Larry Taylor & Paul McBride	Shawnee Mission Park	Shelter House 8
6/4	Club Night Out	6:30 PM		Birdies	
6/5 -6	MG Heartland Regional	TBA	Rick & Monica Mills	TBA	rickmonica@kc.rr.com
6/25	Board Meeting	6:00 PM		Birdies	All Members Welcome
6/28	Art of the Car	TBA		KC Art Institute	www.artofthecarconcours.com

2015 KC Triumphs Calendar of Events (Continued)

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Lead Person</u>	<u>Location</u>	<u>Notes</u>
7/2	Club Night Out	6:30 PM		Birdies	
7/30	Board Meeting	6:00 PM		Birdies	All Members Welcome
8/6	Club Night Out	6:30 PM		Birdies	
8/11-14	VTR National				
8/27	Board Meeting	6:00 PM		Birdies	All Members Welcome
9/3	Club Night Out	6:30 PM		Birdies	
9/5-6	KC All Brits		Ed Blend	Zona Rosa	Ed: 913-669-1207
9/24	Board Meeting	6:00 PM		Birdies	All Members Welcome
10/1	Club Night Out	6:30 PM		Birdies	
10/10-11	Brits in the Ozarks			Fayetteville, AR	
10/29	Board Meeting	6:00 PM		Birdies	All Members Welcome
11/5	Club Night Out	6:30 PM		Birdies	
11/19	Board Meeting	6:00 PM		Birdies	All Members Welcome. Moved because of Thanksgiving
12/3	Holiday Banquet	TBA	TBA	TBA	
TBA	Board Meeting	TBA		Birdies	All Members Welcome. Moved because of New Years Eve.

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