



Volume 38—Number 3 June, 2016

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By Ed Blend

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Boy, has it been two months since the last issue? At least it has warmed up some, but still lots of moisture. Rain, rain, go away for a while. We had sort of a busy April and May with many events. It started with Olpe on April 9th which I did not attend because I was away, followed by our Spring Tune Up at Steve Vehlewald's Garage on the 23rd. We did have a good turnout, see some photo's in this addition.

May 7th saw the Shawnee Mission West Band's car show. I made it along with some other club members. Steve Peak was on the show committee and he and the committee put on a very nice show. I hope they did well. Some of us won awards which I hope will be published in this newsletter. It was a wonderful day for a show, no rain and just the right temperature. There was a definite variety of cars in the event.

On May 14th we had a short driving event to Paola for lunch at Beethoven's #9 for some really good German food. Unfortunately we had a very small turn out, but I think it was still a fun afternoon. After lunch we drove to the Cedar Cove Feline Conservatory in Louisburg, which was interesting. They have many different cats, which include lions and tigers. I thought it was better than a zoo because we had a personal guided tour. We also saw them feed the animals. I was amazed how daintily they ate their dinner. I expected a voracious ripping of meat and such, but it was not so. They ate much like a domesticated house cat.

On the 21st was the Heart of America Jaguar Show at Crown Center. The event was open to all British cars. At one time I tried to get our club involved but there was little interest. Steve Peak was there with his perfect TR 4 and there also was a perspective member, Bernard Pro, who was there with his really fine TR 4. Hopefully he will join by the next Club Night Out. I have to say that Crown Center, in my estimation, is a perfect place for a car show. There is lots of traffic, lots of shade and lots of tables and chairs. With the surrounding buildings and fountain it was really pleasant, and the day really cooperated with fine weather.

We are coming up to June so don't forget our British Car Week Picnic at Shawnee Mission Park on the 5th. So far the response is quite good. We should have around 40 people or more. Antiquing with Chip will be on the 18th, more to follow on this event. And, The Art of The Car on the 26th at the KC Art Institute.

Please save the date, Sunday September 5th, for the new and invigorated "Heartland All British Car and Cycle Show". This year it will be at Aristocrat Motors, there will be food and coffee trucks there for our enjoyment. The show is the combining of the traditional Heartland Show put on by the KC MG Car Club and the Traditional All British Car Show. We have combined committees and plan on a much larger show.

That's about it for this issue, have a great summer and happy trouble free motoring....ed

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Spring Tune Up

Steve Vehlewald's Garage



Steve Peak and Steve Olson



Steve Peak, Gary Davis and Larry Taylor



L to R: Steve Vehlewald, Richard Woody, Larry Taylor, Steve Peak and Steve Olson



Steve Boyse and Steve Olson



Matt Schnug and Lynn Fredericks



**With Little British Cars -
Remember it takes
more time . 'cause
some bolts are really
tight!**

Shawnee Mission West High School Band Car Show



Steve Vehlewald and his Spitfire



Ed Blend and his Mustang



Bob Haefner and his MG

Wind or Fate

By Ron Denning

For years now I have been driving down North Broadway to get to my favorite hobby store on North Oak Street. Several months ago I spotted an additional vehicle in one the Broadway houses driveways that I had never seen before. It had a cover on it but I knew at a glance it was a small foreign car. So for months I would drive by and wonder what was under the car cover.

One day as I was heading to the hobby shop I noticed that the storm we had the previous night had blown the corner of the cover up. Low and behold it was a TR. From the distance I could not tell at the time if it was a TR4 or a TR250. In either case I was intrigued. Having just finished up the restoration of our 1975 TR6, I placed this discovery in the back of my mind. I rationalized that if it was indeed up for sale, someone would have already jumped at it. When I was returning from the hobby shop that day, the car cover was back in place. How odd. Only uncovered for a few minutes. Wind or Fate.

Well, for several months afterwards I continued to pass the covered up treasure until one day I saw another car in the driveway with a "for-sale" sign on it. So I thought to myself, "self,, why not knock on the door and see if perhaps the TR would be for sale also. After consulting with the misses, I headed over to see what the story was. I peeked under the cover,,, it was a TR4. I rang the bell and the young lady who answered said the car belonged to the owner of the house, and she did not know if it was for sale. "We just make sure the cover is always on it", she said.



I got the phone number of the owner and made the call. The gentleman who answered the phone said the car belonged to his daughter and that the family had plans to restore it. The car had been in the family for decades, but had not been running for at least 10 years. Always garaged except the past few months. I asked him if the daughter would entertain the option of a sale. He said he would ask. Between calls I then took the liberty of going over and under the car, collecting the commission number, and seeing how many critters had made their home in the old TR during the past few months. He called back,,, the answer was in the affirmative and we settled on a price.

Meeting the owners a few days later, getting the history of the TR, and listening to a few stories of its past, made it even better. They knew after the stories were swapped and paperwork was

signed that their TR4 would get a good new home.



The tow truck arrived. The right side wheels were seized. So we pulled it up on the flat bed and delivered it up to its new home. The rest as they say will be written later during the restoration. I had a 1963 TR4 back in the 70's and always regretted letting it get away from me. This one nestled right in with our '75 TR6 and the '81 Vette. They are getting along famously. You never know which way the wind will blow. In my case it blew the cover up just a bit.



WEDGE WORDS

By Steve Olson

Usually my writings are full of answers, some insightful and some not so much. This time I have questions to pose hoping someone else will provide the answers. I have been told that most carburetion problems are really ignition problems in disguise. So I have been studying how the ignition system works with an eye to how it might be improved. I have also been told that, due to their relatively low compression and relatively low RPMs at least as compared to racing engines, our stock ignition systems supply more than ample spark. Investing time and money to get a hotter and longer spark is a waste of effort. But those of us who grew up in the hot rod era know that more is always better. So I have been looking at coils.

The breaker point and high tension coil ignition was in common use about a century ago and it generally does a great job of lighting the vaporized fuel to start pushing the piston down. The weakest part of the system was always the points which wore away fairly quickly and needed frequent adjustment and replacement to keep the spark firing at the right time. Condensers were added to soak up most of the arc that caused points to burn and pit. And voltage was stepped down so the points didn't need to handle as much juice. After decades of adjusting and replacing points and condensers the electronic ignition was invented and after a few more decades it was perfected to the point of being reliable and cheap to build. Most use a tiny light source and a light detector interrupted by a spinning disk to trigger an electronic circuit that grounds the primary circuit inside the coil which causes the current in the secondary circuit to collapse and send several thousands of volts to the spark plug. Others use spinning tiny magnets and magnetic sensors. All the electronic gadgets do is replace the points as the on and off switch that triggers the coil.

The coil has a primary winding where battery current flows and that induces current into the secondary winding. The windings are different sizes so the voltage is greatly multiplied. All this is submerged in oil to insulate and cool the windings. More expensive performance coils have different windings to provide greater multiplication.

But our cars have resistors that step down the current from 12 volts to about 8 volts just like much earlier cars did in order to protect their points. Most of us no longer have points that need protecting. And wouldn't the output result of the coil doing the multiplication be higher if it started with 12 instead of 8 volts? Would bypassing the resistor create a third more spark? Would that be a good thing or would that just cause the coil to overheat and blow up? Even if we need to reduce the voltage to keep the coil alive do we need to reduce the voltage that supplies the electronic ignition components that trigger it or were they designed to work best at 8 volts? Does any of this make the slightest difference in how quick our tires spin?

Olpe Chicken Run April 9, 2016

See slide show at our Facebook website:
[https://www.facebook.com/bobc.haefners/
videos/1221924324502856/](https://www.facebook.com/bobc.haefners/videos/1221924324502856/)

Beethoven's # 9 German Restaurant Paola, KS



Charles Petersen, Nancy Miller, Sandy Boyse, Steve Boyse, Roger Elliot, Pat Fischer, Chip Kigar and Irene Blend

Cedar Cove Feline Conservatory Louisburg, KS



Pat Fischer and Roger Elliot



Loving the TR2-3 "Petrol Stop Taps"

By Paul McBride

Obviously I have time on my hands.... and a penchant for cool British car gadgets. The brass petrol tap or fuel shut off valve was standard equipment until sometime during TR3A production (the guess is late 1958). The tap was provided because the fuel tank is higher than the fuel pump.

This bit of ancient history is nestled down adjacent to the oil filter and connects the hard line from the tank to the AC fuel pump on the side of the engine block via a dedicated rubber flex line that was sheathed in steel mesh. This is why one couldn't simply pinch the line with locking pliers (oh the horror) to block the flow of fuel. I'm guessing that bean counters deleted the fuel tap when it was realized that elevating the front of the car with a low fuel tank level accomplished the same thing.



Many if not most owners eventually tossed the brass valve because it leaked. The owner's handbook did not include instructions on how to make an adjustment that would compress the cork seal and staunch the leak. For many years new valves and cork seals were unavailable. Most vendors now supply both but if you're in the market shop carefully....prices vary.



Since my '57 TR3 has always had the petrol tap and it was beginning to seep I bought a new cork seal and restored it to its glory. If you're interested in this bit of trivia read on and I'll

include some photos.

In researching this article I came across a You-Tube video by a TR3 vintage racer who had pulled the fuel tap before realizing that it is adjustable and can be fixed in situ. I have accumulated 2 or 3 taps over the years so have dismantled one for illustrative purposes.

The exploded view shows the various parts. If the cork is perished a new one can be slid on the plunger and tightened with the knurled thumb screw. This assembly is then pushed into the base. It usually is not necessary to remove the tap from the car frame to accomplish this.



This is an adjustable tap as the compression on the cork can be increased thereby making an effective seal. So the next step is as follows:

1. Remove locating screw A;
2. Slacken locknut B;
3. Put screwdriver in top of stem C;
4. Holding screwdriver **stationary** turn knurled thumb screw **clockwise** (viewed from above) an integral number of turns, as 1, 2, 3, etc. so that the locking groove, into which A locates is re-aligned with A's hole in the body. This keeps the cork from having to revolve in the body when tight.

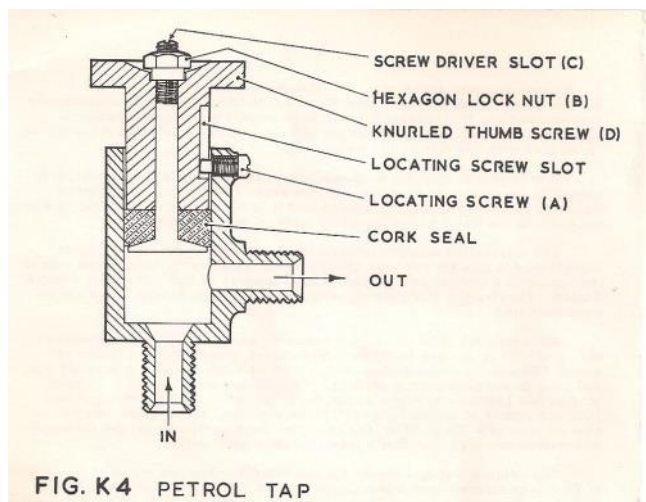


FIG. K4 PETROL TAP

The factory workshop manual does not consider this and suggests holding the knurled thumb screw and **turning** the screwdriver **anti-clockwise**. I once broke the fragile slot C using this procedure.

Triumph and BSA motorcycles used similar taps but they were simply push-pull and not adjustable. Checking out a cycle blog, I noticed some owners are replacing the cork with 4 neoprene o-rings which would not work with the adjustable tap. However a good upgrade for the TR2-3 tap would be a flexible neoprene piece the size of the cork.

For those owners who elected to toss the tap out of frustration, having to connect the hard tank line to the flexible line was no simple task. The fittings were ferrules with compression nuts. The solution was to file away the ferrules and join the ends with rubber fuel line. Then it was necessary to secure the hard line from the tank to the car frame.

The brand name for these petrol taps is *EWART*. Since they are now being reproduced I wonder if there are other British cars so equipped. Surely 30-40 thousand TR2-3's (with only a fraction surviving and only a fraction still equipped) would not justify the tooling expense. It does seem unlikely that 60 years from now a fuel gadget for a 2016 limited production sports car would warrant much interest. And with cars that drive themselves, who would care?

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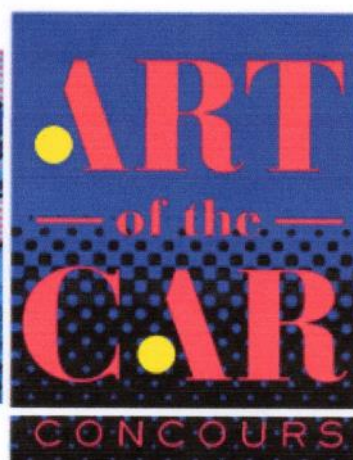
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British Car Week Picnic**June 5, 2016****Shawnee Mission Park**

Great day for a picnic and a fitting end to British Car Week. Cooks Mark Gillissen and Bob Aguilar pictured at right. And, our LBCs below. More photos forthcoming in the August issue of the TR Times. Stay tuned.



MAY 2016

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The 10th Anniversary of the Art of the Car Concours® will be held on Sunday, June 26, 2016. Plans are well underway and all events for the weekend of the Concours have been scheduled.

2016 KC Triumphs Calendar of Events

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Lead Person</u>	<u>Location</u>	<u>Notes</u>
6/2	Club Night Out	6:00 PM		Birdies	
6/5	British Car Picnic Shawnee Mission Park	11:00 AM to 5:00 PM	Paul McBride at pmcbtr3@everestkc.net	Shawnee Mission Park, Shelter #10	All British Car Clubs invit- ed
6/18	Antiquing with Chip	TBA	Chip Kigar at cki- gar@hexnut.us	TBA	Tour the East and West Bottoms Antique shops with lunch at some exotic place
6/20	Heartland All British Committee Meeting	7:00 PM	Ed blend at ed- blend@sbcglobal.net	Panera Bread Co. 10606 Shawnee Mis- sion Pkwy, Shawnee, KS 66203	Volunteers are welcome to come to the meeting
6/21	Board Meeting	6:00 PM		Birdies	All Members Welcome
6/26	Art of the Car	TBA		KC Art Institute	
7/7	Club Night Out	6:00 PM		Birdies	
7/16	Drive Inn Night	TBA	Steve Boyse at sjboyse@gmail.com	Boulevard Drive Inn	MG Club function
7/23	GOBMC Show			Carthage, MO	Fliers to follow
7/24	Arrow Rock Tour		Charlie Hill		
7/28	Board Meeting	6:00 PM		Birdies	All Members Welcome
8/4	Club Night Out	6:00 PM		Birdies	
8/22	Heartland All British Committee Meeting	7:00 PM	Ed Blend at ed- blend@sbcglobal.net	Panera Bread Co. 10606 Shawnee Mis- sion Pkwy, Shawnee, KS 66203	Volunteers are welcome to come to the meeting
8/25	Board Meeting	6:00 PM		Birdies	All Members Welcome
9/1	Club Night Out	6:00 PM		Birdies	
9/4	Heartland All British Car & Cycle Show	TBA	Ed Blend at ed- blend@sbcglobal.net	Aristocrat Motors, Merriam, KS	
9/10	Brits in the Ozarks		Bill Watkins www.britishironwa.org	Fayetteville, AR	At the University of Arkan- sas Agri Park
9/10	Fall Tune Up	8:00 AM to 2:00 PM	Steve Vehlewald	20245 W. 113 Ter., Olathe, KS 66061	
9/29	Board Meeting	6:00 PM		Birdies	All Members Welcome

2016 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>
10/6	Club Night Out	6:00 PM		Birdies	
10/7 to 10/9	Lake Garnett	TBA	TBA	Garnett, Kansas	Three day event, Friday BBQ, Saturday Car Show and Sunday run the track
10/22	Fat Run		Gary Cahill		MG Club Event
10/27	Board Meeting	6:00 PM		Birdies	All Members Welcome
11/3	Club Night Out	6:00 PM		Birdies	
11/5	Guy Fawkes Bonfire	TBA	Geoff Pollert	TBA	MG Club Event
11/17	Board Meeting	6:00 PM		Birdies	All Members Welcome
11/24	Thanksgiving				
12/1	Holiday Party	6:00 PM		TBD	
12/29	Board Meeting	6:00 PM		Birdies	All Members Welcome



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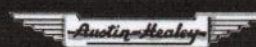
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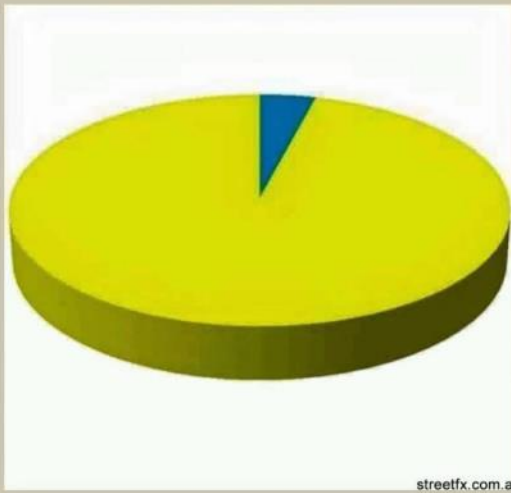
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Where bolts go when I drop them.



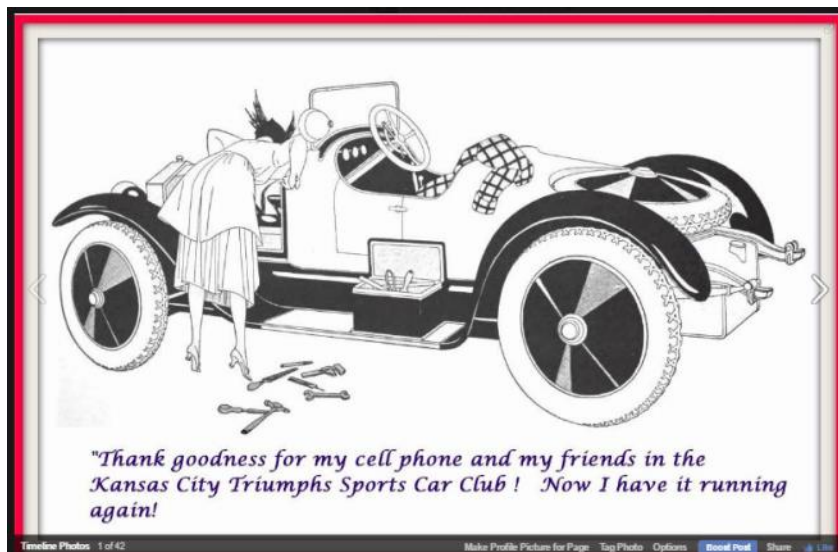
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2016 dues are \$20 or \$25 if you want your newsletter mailed via USPS. Please send your renewal to KC Triumphs Treasurer, c/o Mark Gillissen at 9131 Darnell St., Lenexa, KS 66215. Make checks out to "Kansas City Triumphs". See enclosed Membership application later in this newsletter.



Club Board Vacancies

We currently have a Publicist vacancy on the Board of Directors. At the end of this year the club will have another vacancy, that of Assistant Director. We as a Board are now soliciting for club members to step forward and help fill these vacancies. Please consider this opportunity to help your club. Position descriptions can be found in the current set of By Laws. Please contact any Board Member if you wish to be considered for any of these vacancies.

2016 Holiday Party

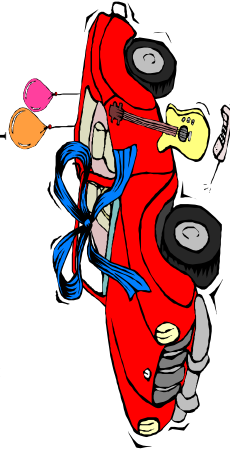
It's never too early to start planning for our Holiday Party on December 1, 2016. If you would like to help plan, organize or just help let Steve Vehlewald or any Board Member know. We are also asking for any suggestions that you might have as to where we can have this party. We need to reserve a location as soon as possible.

m.gillissen@prodigy.net
New: _____ Renewal: _____

Name	_____
Spouse	_____
Address	_____
City, St Zip	_____
Phone ()	_____
E-Mail	_____
Car Information	_____
Year Model VIN / Commission #	_____

Add additional cars or cycles on the back. We look forward to seeing you!

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 or renew, complete the application and mail with \$20.00 check (\$25.00 for newsletter delivered by snail mail) payable to “Kansas City Triumphs” to:

Mark Gillissen, Treasurer
9131 Darnell St.
Lenexa, KS 66215
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DO YOU LIKE TRIUMPHS? JOIN THE KANSAS CITY TRIUMPHS SPORTS CAR CLUB!



Club Director
Ed Blend
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HEARTLAND ALL BRITISH CAR & CYCLE MEET

Sunday, September 4th

***Aristocrat Motors
9400 West 65th St, Merriam, KS***

***People's Choice Awards to be selected
by show exhibitors and vendors.***

Registration starts at 8 a.m.

***\$30 entry fee for first car,
\$10 for each additional car***

***\$20 entry fee for first cycle,
\$5 for each additional cycle***

No charge to the public

***Sponsored by:
Aristocrat Motors, Jaguar, Victoria British***

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www.lggpr.org



Third Annual Lake Garnett Grand Prix Revival

The annual Lake Garnett Grand Prix Revival is a full weekend for car enthusiasts and their families.

Tentative Schedule (Subject to change, updates online)

- | | |
|----------------------|--|
| Friday, 7th | Cookout and social event at Garnett Inn and Suites. |
| Saturday, 8th | Car show, downtown Garnett
Parade through Garnett
Autocross at the Anderson County High School
Spectator Rides around the track
Corvette Extravaganza at the track
Entertainment and festivities, downtown Garnett |
| Sunday, 9th | Registration at the track
Parade Laps around the track
Morning Track Sessions
Race Car Exhibition
Afternoon Track Sessions |



Registration Opens
AUGUST 1st

Visit our website for
up-to-date information
regarding the schedule of
events – www.lggpr.org

The Track Event - A Group for every driver...

Group A - Top speed of 60 mph.

This is the gentlemen's group. There will be spirited driving if you like, but at a slower, more relaxed pace. Drive here if speed isn't your thing, if you don't have experience on a track, if you don't want to be pressured by cars behind you, if your car cannot go faster than 60 miles per hour, or, if your passenger is going to be shrieking in your ear that you are going too fast!

Group B - Top speed of 80 mph.

Drive here if you want spirited driving with some cars at the limit of their performance, at 80 miles per hour on the straights. Also consider this group if you have a powerful car but limited track experience. If your car is a classic with an engine with a displacement of 1,500 cubic centimeters or less this may be your group. Remember, as with all groups, there are more corners than straights.

Group C - Top speed of 100 mph.

This group is for cars that can easily get up to 100 miles per hour, have good handling and brakes, and have drivers that want to test their skills. Cars in this group will be powerful classic sports cars whose drivers have track experience. Some V6 engines may be at home here as well as V8's that will run conservatively. You will be pushed by cars behind you, and you will be passed by some.

Group V - Vintage Race Cars.

This group will feature vintage race cars from the past. Cars in this group will be the old, fast sports cars. Speed will not be the focus of this group. It will be a chance to celebrate some of the fantastic cars of the track's history and time period. The cars will be hand picked by our organization.

Group H - Historical Sports Cars.

A very unique group of factory stock cars produced prior to 1960. These are older and slower sports cars. This group is by invitation only, but if you think you have a car that would represent well, please contact us. Russ@VALOMILK.com

Group E - Exhibition Race Cars.

This is an exhibition group reserved for race cars and drivers with racing certifications. This group is by invitation or application with acceptance only. This group will operate under more stringent rules aligned with established racing event rules – even though this group will not be racing!

More on our website – www.lggpr.org