



Volume 38—Number 4 August, 2016

Directors Drippings

By Ed Blend

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Well last issue I wished the rain would go and away and boy did it ever. Now, I am sure, that some people wishes the heat would just go away. A lot of us really suffer from the heat and the humidity, but just like a snake I love it. Every time I think it is too hot I think about mid-January when my hands and feet ache from the cold and my knees lock up and my big toe thinks it is part of another world I then wish it was mid-July again. So bring on the heat.

Enough about me. I do want you all to remember the Heartland All British Car and Cycle show will be on September 5th, the day before Labor Day as always. This year will be bigger and better than before, as you all know we have combined with the MG Heartland show hence the name change. We also have a new venue, Aristocrat Motors in Merriam, Kansas. It will be partly sponsored by Aristocrat and Victoria British. Victoria British will be hosting a BBQ on Saturday evening from 5 – 7 PM at their facility in Lenexa, Kansas for all attendees. First, Second and Third place medals will be presented to all classes and a free quality T shirt will be part of your advance registrations only. The awards this year are unique and tie into the Olympic theme.

Please visit the web site, www.heartlandallbritishcarandcyclemeet.com, for your entry form and for a description of shirt styles offered this year. As in past years all shirt orders have to be in hand by August 4th 2016. No shirts will be on sale at the event so hurry up and register.

We don't have many functions coming up, but we are hoping to have a winery event in August, stay tuned, also, in September there will be the annual Brit's in the Ozarks and we will have our Fall Tune up.

Also, in September our dues will fall due. No one should be locked out at our membership price of \$20 per membership. This year because of the cost of Nametags anyone wanting a Nametag will be charged a onetime fee \$5 per tag. The club will co-pay the other half of the Nametag.

Remember too, if anyone wants to present a function let's hear it. If you want to go to a cruise any night or to a coffee at any of the venues that have one and you want club company, just blast us on our club e mail. Someone will surly join you in the event.

That's about it see ya all soon....ed

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<https://www.facebook.com/kansascitytriumphs/>

Rusty The TR4

By Ron Denning

After "Rusty" the TR4 was settled in its new home, I couldn't wait to get into it so to speak. So out came the tools, trash bags, tin snips, grinders and of course safety goggles. Parts were procured.

The interior was first..... Well, after removing the red shag carpeting, new floor pans were in order. That of course progressed to inner and outer rocker panels. More parts were procured.



The engine was removed and partially disassembled to see what I had. Off went the head, exhaust manifold, and fly wheel to the machine shop for a valve job, crack repair, and re-surfacing respectfully. The block will be boiled out this fall for a winter re-assembly of the engine. At least that is my plan for now. You got it,,, more parts.

The new front light panel and lower splash apron are now in place and welded in. I moved next to the "B" posts and I am in the process of replacing the back sides of both.



Next will be the rear inboard fenders and trunk area. Hopefully by then all the rust will be gone and I can remove the body from the frame to re-due the fuel line, brake lines and rebuild the suspension. And order more parts. More reporting later.



WEDGE WORDS

By Steve Olson

The drive in movie night turned out to be cooler than expected. Not cold enough for sweaters and hot chocolate but better than all the thunderstorms and mid 90s we have been having. The movies, "Secret Life of Pets" and "Ghost Busters" were mildly amusing. Of course the reason we go is to visit with fellow car nuts and sample fattening goodies everyone brings. A few tires were kicked and a few stories were shared. So I think a good time was had by all.

When we got ready to leave I had my fingers crossed that my TR8 would start. I have been having starter issues. My original starter is back at the rebuilders and eventually they will get it done for me at some ridiculous price. Meantime I bought a rebuilt from our friends in Lenexa since it was on sale and available. Installation is no picnic working under the car where you can barely touch but not see the bolts and wiring connectors. Two small wires once had different size terminals but starters these days have them sized the same as does my long ago mended wiring harness. So I had a 50/50 chance and of course I got that wrong. It took a lot longer to discover my mistake than you might think and before that I had messed with a lot of other wiring. The TR8 has a lot more wires and circuits than older TR's. About half as many as modern cars but still tons of them. And at each plug-in junction they frequently change color. And the wiring diagram in the manual often shows color codes that don't match the wires. So any electrical problems are a challenge. The fresh rebuilt starter cranks the engine over just fine but it makes a scraping noise just like my original started doing shortly before it died so it may have a problem. I think the armature must be dragging on the field coils.

But happily as the credits ran on the late movie I turned the key and the engine came to life. But as we drove out of the theater I noted that only one headlight had raised from its hidden position. Glad I had the fog lights to help light my way home.

So Sunday morning I set out to find and correct the winking headlights. I started with the wiring diagram and wished it were more a map than a diagram so I could understand the location of various components. I know that to locate electrical problems most people start at one end or the other and use a meter to trace their way toward the other end till they find the fault. Being a computer programmer in a former life I know that is not the most efficient way to search. Binary searches start in the middle and check for power and then move on in whichever direction is indicated. With unclear color codes and being unsure where the connection points were hidden I gave up on that efficient search method.


Murphy's Law would insure that whichever end of the circuit you start at will be the wrong end. But I thought I could outsmart Murphy at his own game. I knew that I would most likely find the problem not at the end that was difficult to access but at the end that was nearly impossible to access. So I began at the fuse and relay panel which is conveniently located in the back of the glove box. After emptying tons of useless items from that cubby I unscrewed the cover and could now see the fuses which have a chart stating their general purpose. I could just barely see half a dozen relays that are not designated. From the wiring diagram I knew that the left and right headlight motors were on separate circuits with separate relays. So I touched each relay while I switched on the lights and sure enough only one clicked.

It was on the left side of the panel. Knowing how logical the Brits are I assumed a similar looking relay on the right side must control the right headlight motor. As I wiggled wires with the lights on I could get that relay to clatter intermittently. Problem was that the only access to its connection was from under the dash via a tiny opening where fingers could just barely go. Strong language and small blood sacrifices eventually seated the connector on the relay. When I said, "Let there be light" there WAS light. So I crammed all the junk back into the glove box and am now ready for whatever adventure comes next.

Ben Rust's New to Him Spitfire

"My new 79 Spitfire I bought from a guy in Oklahoma for 500 bucks that had very little rust and even ran and drove onto the trailer!"





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TRIUMPH OVER TAX

MY FIRST TRIUMPH

By Paul McBride

The spring of 1963, a freshly minted college graduate and a teaching gig lined up, I was ready to sell my 1950 "James Dean" Mercury with a floor shift modification and shop for a sports car. Though with limited assets, I wanted a new unmolested and out of the ordinary car.

Some of my best friends had British cars: Sprite, MGA, Jaguar 120; others had American cars: Corvair and Corvette; and there were the college buddies with the Peugeot and Volvo. Since the Credit Union would be financing this adventure it seemed an entry level sports car would be the ticket.

The newly introduced Triumph Spitfire stood out. It actually had roll up windows instead of side curtains and since it would serve as my only daily driver, it had to have good highway speed and manners. *Car & Driver's* February 1963 front cover photo with 2 Spitfires (plane and car) and *Road & Track's* April 1963 road test and Technical Analysis (with a cut-away drawing) sealed the deal. Best in class acceleration, top speed, luggage space, four wheel independent suspension and sleek Michelotti Italian styling had me convinced. All that was left was to visit the local Triumph dealers.

My nearest dealer, Midwest Foreign Cars in Kansas City KS, had a TR3B, TR4, and a Spitfire on the showroom floor but a very limited selection unless you were interested in the Renault Dauphine. Kansas City Motors had eight Spitfires of all colors in the lot fronting Troost Avenue. Of course I paid too much as a rookie customer but came away with a great little car and learned much. It served me well for 3 years and 60,000 + miles.

My Triumph Spitfire (Serial #FC1983L) was black with a black top and red interior. It came with whitewall tires, AM radio, and black tonneau cover and there were no other options offered. Wire wheels came in 1964.

While traveling between schools on November 22nd 1963, I heard the announcement of JFK's death on that little Triumph radio. As they say, those who heard of the assassination will never forget the time and surroundings.



My girl friend, soon to be wife, was not as fond of the Spitfire as I, but came to accept it. We traveled to Flint Michigan twice that winter of 1963 in the Spitfire and married there on December 30th. The summer of 1964 saw us on our first vacation trip to South Dakota and Wyoming to visit relatives. See photo.



(Continued Next Page)

We picked up an antenna thermometer at Wall Drug and discovered what many others have... that the Black Hills are sports car country. The Spitfire cruised at 70 to 75 mph and was totally reliable as any new car should be.

November of '64 we welcomed a baby boy to the family and I fashioned a bed behind the seats using a particle board partition with foam edges that wedged into the space and prevented baby from rolling off the pillows. Somehow we all survived much as our ancestors did.

The Spitfire did yeoman duty in 1965 as I was performing in the St Joseph Symphony Orchestra and the house band at the Frog Hop Ballroom and took many a trip on the new Interstate 29. My records show that over a three year span it consumed 6 additional tires, an exhaust system, brake pads, an axel U-joint, a clutch slave cylinder, and 2 horns.(?)

When in early 1966 we learned that another babe was on the way it became apparent that we had out grown the Spitfire and I traded it for a new English Ford Cortina GT. But that's another story.

PS. Four years later, August 1970, I bought the 1957 Triumph TR3 that I still have. That's nearly 50 years of Triumph ownership!

Put a Triumph in your day.

British Slang Definitions Link

<http://septiccompanion.com/showcat.php?cat=theroad>



2016 July The People's Choice Car Show at the Carriage House - lots and lots of photos by Eric Offill.
<https://www.facebook.com/kansascitytriumphs/>



Steve Vehlewald's real pride & joy and its a real British Sports Car.



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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>
8/4	Club Night Out	6:00 PM		Birdies	
8/16	Board Meeting	6:00 PM		Birdies	All Members Welcome
8/22	Heartland All British Committee Meeting	7:00 PM	Ed Blend at ed-blend@sbcglobal.net	Panera Bread Co. 10606 Shawnee Mission Pkwy, Shawnee, KS 66203	Volunteers are welcome to come to the meeting
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 Arkansas Agri Park
9/10	Fall Tune Up	8:00 AM to 2:00 PM	Steve Vehlewald	20245 W. 113 Ter., Olathe, KS 66061	
9/20	Board Meeting	6:00 PM		Birdies	All Members Welcome
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
10/18	Board Meeting	6:00 PM		Birdies	All Members Welcome
10/22	Fat Run		Gary Cahill		MG Club Event
11/3	Club Night Out	6:00 PM		Birdies	
11/5	Guy Fawkes Bonfire	TBA	Geoff Pollert	TBA	MG Club Event
11/15	Board Meeting	6:00 PM		Birdies	All Members Welcome
11/24	Thanksgiving				
12/1	Holiday Party	6:00 PM		TBD	
12/20	Board Meeting	6:00 PM		Birdies	All Members Welcome

British Car Week Picnic

June 5, 2016

Shawnee Mission Park



British Car Week Picnic Continued

June 5, 2016

Shawnee Mission Park



Wexford Place Car Show, Platte County

June 18, 2016



Lynn Fredericks' yellow 1976 TR-6 and Elvis the impersonator, the real Elvis passed away August 16, 1977. Lynn's car was built April 1976.



Lynn's TR-6 parked next to a 1917 Willys Overland which still runs.



Ron & Mary Anne Denning's green 1975 TR-6. Mary Anne is Director of the Wexford Place facility.



2017 dues are \$20 (\$25 if you want your newsletter mailed via USPS) and are due before October 1st. See enclosed Membership application in this newsletter.

Additional Club Board Vacancy

We currently have volunteers for the Publicist and the Assistant Director vacancies. However, Eric & Jessica Dieckhoff have announced their resignations as Secretary effective the end of this year. The Board of Directors are now soliciting for club members to step forward and help fill the Secretary vacancy. Please consider this opportunity to help your club. The Secretary position description can be found in the current set of By Laws. Please contact any Board Member if you wish to be considered for any of this vacancy.

2016 Holiday Party

Its never to 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 _____

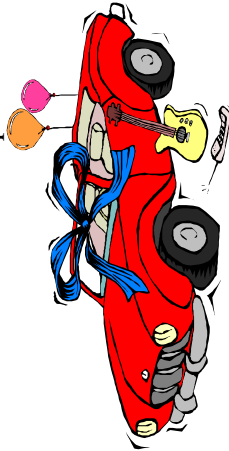
Car Information _____

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
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Lenexa, KS 66215
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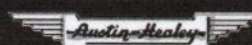
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SUNBEAM



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

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Track Event • Autocross • Car Show
Spectator Rides • Corvette Extravaganza
Food and Beverage • Entertainment



Featured Marque: *Corvette*

October 8/9 -2016



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