



## Volume 38—Number 6 December, 2016

### Directors Drippings

By Ed Blend

#### Board of Directors

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##### Historian

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##### Past Director

Jack Edwards

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##### Publicist

vacant

It's hard to believe that my four years as Director is coming to a close and that this is my last article as Director. It has been a memorable four years. In that period we had the South Central Regional Vintage Triumph Register meeting and car show in 2014. Our club hosted the show and Jack Edwards was the Chairman in charge. Jack did a fantastic job and the entire club helped in one way or another. This was the highlight event of my tenure and our club can be very proud to have hosted it. Someday we might be able to do it again. Even though I no longer own a Triumph I intend to remain active with the club and with all the wonderful people I have met and encountered in the last nine years.

Since my last article we did have a chili dinner at Paul & Margaret McBride's house. We had a nice turn out of around 20 people and we were greeted with many pots of chili to choose from, all good, but I still can't get into Turkey Chili. I forgot my camera so I hope someone took a couple of pictures anyway. For the second year in a row Paul has hosted this event. Many thanks to Paul and Margaret for opening their house for us.

We also had our Holiday Dinner at the Hereford House in Shawnee. What a great meal and the service was superb. This was all arranged by Steve Vehlewald and, I might add that, Steve was under a lot of stress because of family events and he still pulled it off. We also had a good turn-out of around 40 people. Steve what can I say except thank you so much for your dedicated work in getting this together.

Our Board of Directors, unknown to me, plotted to award me with a commemorative plaque for my term as Director. At this time I was pushing for another Board member to receive the plaque. I was not getting any response from the Board so I got a little testy. Paul had to tell me to cool it because the plaque was already in the works and that I was to get it. Talk about awed and stunned, me? I would have been the last person to pick me. In any event I thank my fellow Board members and I really do appreciate the award. I will always cherish it. Did I forget to mention it is really a beautiful award and it will be displayed with pride.



Our next event will be a BBQ Planning meeting on January 21st at my Condo's club house. We are going to have Jack Stack BBQ, talk about future events, eat, have an election of officers, eat, have some door prizes and gifts and, oh I forgot, eat. I hope to see many of you all there. Also, I hope our new members will come to meet your club, get your name badges, hats or visors and license plate frames. We will also install our new Board members. The e-vite will be out shortly and we will need a response by January 18<sup>th</sup>.

Here's wishing you all a very merry Christmas and a happy and healthy new year and another year of safe driving...ed



Our thoughts and prayers go out to Steve and Sandy Boyse. Steve has been hospitalized for pneumonia, serious infections as well as being diagnosed with Leukemia. He was at St. Luke's Hospital on the Plaza, Kansas City, MO and then most recently Promise Hospital, 103rd and Metcalf, Overland Park. Because of a bladder infection he had to be moved back to St Luke's and is in ICU room 17. When he recovers from this latest infection he will return to Promise Hospital where they will try to ween him off the ventilator that he has depended on for so long. Then on to some serious physical therapy to build up his strength for chemotherapy treatment and a bone marrow transplant. Sandy (Steve's wife) says visits and well wishes are welcomed and very much appreciated.

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## WEDGE WORDS

By Steve Olson

The TR7 which is a car folks either loved or hated shares its engine with another make. It was



developed by Triumph when back in 1962 Saab needed a new engine but lacked the resources to develop it. In late 1967 Saab introduced that engine to the world. Then Triumph used it in the wedge it introduced for 1975. The 2 liter slant 4

inline overhead cam engine is also part of the Triumph engine used in the Stag with the addition of another bank of 4 cylinders added to the other side. So for its investment in engine design and testing Triumph got a lot of use and revenue from Saab. Saab used that engine for almost three decades. And the Stag which didn't sell for long in the USA continued to sell for several more years in the rest of the world.

In the TR7 folks claimed the engine had overheating problems. I thought all British cars were designed intentionally with cooling systems that were just barely adequate under perfect conditions. But in the TR7 it didn't take much overheating to warp the head and being an overhead cam design changing a head gasket is not a trivial job. Another interesting design choice was to drive the water pump via a shaft into the engine instead of via a belt. Works great as long as the water pump doesn't leak. When it does as all water pumps eventually do, it pours coolant down the shaft into the crank case. When the oil gets diluted with coolant things happen quickly and none of them are good. Plus with any overhead cam engine there is a long chain that spins the cam and is subject to wear. Long wearing chains available today were not around at low cost back in the mid 70s. And just for grins the cars were equipped with twin carbs that Americans find so difficult to keep tuned.

Somehow Saab escaped most of these problems. Not only did they find the engine to be sufficiently robust but they added turbo charging for increased power and the engine withstood that extra load rather well.

Was the TR7 a perfect car? Hardly, and it was at first rushed to market before all of the bugs were worked out. And it was made to sell at a modest price so all of its components were off the shelf units whenever possible and some, like the transmissions and brakes may have been barely up to the job. Early production was in a new plant with inexperienced workers and in the midst of major labor relations problems. So it comes as no surprise that the early TR7s had more bugs than the TR6 which carried forward many of the design elements from the TR2 that had been evolving over many years. Fear that the USA

was about to outlaw open top cars meant the TR7 was at first only offered as a coupe much to the disappointment of many potential buyers. But with the meager development resources available to struggling Triumph, the TR7 still sold well for 5 years and sold more cars than any previous TR. Ford's Edsel lasted only half that long and sold in fewer numbers. TR7s are pretty good cars especially the later convertibles and can be found today at prices barely more than pocket change. Like any TR they are fun cars to drive and just might be a good investment for the future.

(Editor's note: The TR-7 pictured belongs to club member Charles Peterson. His TR-7 is featured on the 2016 Fall edition of the Victoria British TR-7 & TR-8 Parts catalog cover and on the inside back cover. These pages are included later in this newsletter).

## Annual Planning Meeting

January 21, 2017 at 5:30 PM: Planning meeting at Ed Blend's HOA Club House, 2400 West 137th Terrace, Leawood, KS 66224.

The Planning meeting will start at 5:30 PM with a short social and dinner at 6:00 PM. We will be serving Jack Stack BBQ and beans.

It would be great if attendees bring pot luck sides and desserts. Last names beginning with **A-M** bring a side and **N-Z** bring a dessert. We will serve soft drinks and water, but we do ask that you bring your own alcohol if you care to.

Directions from 135th St and State Line (Kenneth Rd.): Go south on State Line (Kenneth Rd.) to 138th St. (two blocks). Turn right on 138th St. and go two blocks to the crossing of 137th Terrace and 138th St.. The club house will be on the NE corner by the pool. There is room for about 5 cars in the small parking lot. You can park on the streets, just don't block any driveways.

Bring your ideas on events we could have in the coming year and we will be voting on the slate of officers listed below. Please respond to the Evite by January 18, 2017.

## 2017 Board of Directors Slate

Director	Steve Vehlewald
Asst. Director	Steve Peak
Treasurer	Mark Gillissen
Secretary	Warren Wood
Newsletter Editor	Robert Aguilar
Webmaster	Chip Kigar
Activities Coordinator	Ed Blend
Historian and Founding Director	Paul McBride
Publicist	Bob Haefner
Past Director	Jack Edwards



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## Holiday Dinner At The Hereford House

December 1, 2016





## Holiday Dinner At The Hereford House (cont.)

December 1, 2016





## Chili Dinner

Bob Haefner, (our future Publicist) submitted the following picture when I asked for pictures of the chili dinner held at Paul and Margaret McBrides's house on Saturday, October 29th.



## “Winston II” Our TR4

By Ron Denning

This is the third installment of the '64 TR4 rebuild.

The body now sits on its wooden cradle and is tucked in the corner of the garage. My concentration now is on the engine, drive train, frame, and suspension.



The engine is now reassembled. The sleeves, pistons, and rods slipped in and seated beautifully. The thrust bearings were installed and met clearance specifications. The rear seal was refurbished and installed. We will see during the first run-in if it leaks. All the engine accessories; generator, water pump, starter, oil pump, etc. are new. I will set the valve lash later. With new



cam, lifters and push rods, timing chain and sprockets, I buttoned up the oil pan and timing cover. I set the cam timing using a degree wheel since there was no timing marks on the new sprockets. Now the engine will have to wait for the frame to be completed. I need to tackle the grimy transmission. I keep putting that off. I took my first look at the carburetors. They came apart easily. After a visual inspection I put them back together and set them aside for a later total rebuild. I will need some direction on how loose the shafts should be thru the carburetor body.

Both front and rear suspension have been removed from the frame and all parts evaluated for replacement. Well, most everything will go to the dumpster. The frame was cleaned, inspected, and coated with POR. There are two places that got the POR removed for small repairs then refinished.

The rear springs were cleaned, painted and reinstalled with new bushings and hardware. The rear spring front bushings were pretty stubborn but I finally got them to come out. The new ones went in like a dream. The aluminum rear suspension distance pieces were cleaned and inspected. The rear axles were a bit of a bummer. The inner and outer seals were toast and leaking. The outer wheel bearings were rusted. The hubs were bent where someone had tried to get them off the axles sometime in the TR's past life. So off to the machine shop to get the hubs and bearings pressed off, and new bearings pressed on. I needed to go to England for new hubs. They fit like a dream and are really





shiny. Hate to cover them up with brakes and wheels. The new wire wheel studs were a challenge, but I finally got them installed and trimmed to the correct length. I pulled the rear cover plate off the pumpkin to have a look see at the differential. After several cleanings of the assembly, the inspection revealed no significant ware or "missing" teeth. It was all still tight. So back on went the cover plate and a new coat of paint over all. The rear axles were installed with their new seals and bearings. The axle bearing end play was adjusted and everything torqued down. New rear wheel brake cylinders, adjuster, brake shoes, and other goodies were installed. The rear axle assembly was re-installed to the rear springs. The rear brake drums went on along with the splined adaptors and wire wheels.



The front suspension main parts have been cleaned and painted. The upper and lower A-arms have been installed with all new bushings and hardware. The upper ball joint and lower trunnion went together seamlessly. The front axles are in great shape. There was plenty of clean bearing grease there when they were disassembled. The front wheel bearings were replaced. The front springs, brake calipers, pads, and brake hoses have been installed. The brake lines, fuel line, and emergency brake cabling are next.

The basement is a little less messy now that I have installed a lot of new "stuff".

That's about it for this installment. Again thanks to all the club

members who helped answer the questions I had and will continue to have.



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2017 dues are \$20 (\$25 if you want your newsletter mailed via USPS). If you haven't paid your dues please do so with the enclosed Membership application found later in this newsletter.



From The Vintage Triumph / Register - August/September issue. TR2 & Fleetwood TRIUMPH picture by Lou Metelko, Auburn, Indiana



Mark & Rani Mullins, 1979 Triumph Spitfire  
 Harvey & Lorna Simpson, 1974 Triumph TR-6

### 2016/2017 KC Triumphs Calendar of Events

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Lead Person</u>	<u>Location</u>	<u>Notes</u>
12/1	Holiday Party	6:00 PM	Steve Vehlewald	Hereford House , Shawnee, KS	
12/20	Board Meeting	6:00 PM		Birdies	All Members Welcome
1/5/17	Club Night Out	6:00 PM		Birdies	
1/21/17	Planning Meeting Dinner	TBA	Ed Blend	Ed Blend's HOA Club House, 2400 W 137th Terrace, Lea- wood, KS	Dinner furnished by the club. Members bring cov- ered dish or dessert



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



### The only remaining Triumph TR4 Police Car

Submitted by Steve Olson

This is the only Triumph TR4 Police Car remaining and it can be yours. Check it out at:

<http://petrolicious.com/1962-triumph-tr4-police-car>






# Your Catalog of Accessories & Parts for TR7 & TR8

2016 FALL  
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Charles Petersen's  
1976 Triumph TR7  
See story on page 99.

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## One Owner For 40 Years

*Charles Petersen and His 1976 Triumph TR7*

What you see here is a one-owner car. Forty years ago I purchased this car brand new in Lenexa, Kansas. It currently has 124,000 miles on the odometer.

To keep it looking this good, I have performed the proper maintenance and wear-and-tear repairs that you would expect on a 40-year-old car.

My wife and I have driven it from Starkville, Mississippi, to Palm Desert, California, 1986. That was a memorable trip. I still enjoy driving it at least once a week.



## Seat Belt Colors

TR7 TR8 1975-81

Seat Belts - See Page 26



## Seat Kit and Door Panel Colors

TR7 TR8 1975-81

Seat Kits - See Page 25

Vinyl and Cloth Door Panel Sets - See Page 23





## 2016 VTR National Convention Photos

Submitted by Craig Simon

Craig and Kim Simon attended the VTR National Convention at Tanglewood Resort, Lake Texoma, Texas, October 3<sup>rd</sup> thru the 7<sup>th</sup>. He submitted the following photos and statistics. To view additional photos online go to <https://1drv.ms/f/s!ArDFZlbZ52P2r27qIP344Zo87MTM>.

Statistics from the event of interest:

- 154 registrations
- 147 cars in attendance
- 35 clubs across the USA and in UK (8 people from the UK) were represented
- 1640 miles was the longest that someone drove their Triumph, a Stag from Pennsylvania. The guy who drove his TR3 from California called foul a bit as his was a harder trip.
- 28 states were represented





## 2016VTR National Convention Photos (cont.)

Submitted by Craig Simon





New: \_\_\_\_\_ Renewal: \_\_\_\_\_

Name \_\_\_\_\_

Spouse \_\_\_\_\_

Address \_\_\_\_\_

City, St Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_

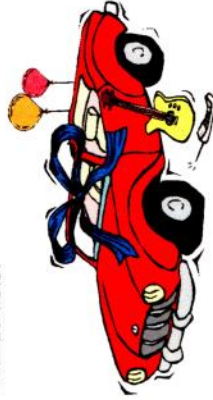
E-Mail \_\_\_\_\_

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  
913-888-4565  
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