



Volume 40—Number 6 December 2018

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Publicist

Bob Haefner

bhaefner@gmail.com



See You There!

Holiday Dinner Reminder

(For Those That Registered)

Thursday, December 6,
2018

6:00 PM Social Hour

7:00 PM - 9:00 PM Dinner

Hereford House-Shawnee

17244 Midland Drive

Shawnee, KS 66217

Directors Drippings: Thankful

By Steve Vehlewald

Thanksgiving is one of my favorite times of the year. We gather with family and friends, and enjoy those wonderful smells from the fabulous cooking that happens this time of the year.

This year the weather was not too bad and I had hoped to get my Spitfire out for a drive, but some eager road crew guys had preemptively salted my street heavily the week before for a storm that once again missed the area.

The thought of driving over the crunchy salt and salt dust changed my mind. I had hoped we would get some rain last week to wash the streets, but that did not happen. The Saturday after Thanksgiving was again warm and inviting, but that darn salt was still there. If only we would get some precipitation to clear the streets. My Grandmother always said to be careful with what you wish to happen. Well I got part of my wish, but I overshot the mark a bit with a major blizzard in the area that did not exactly wash the streets. We did get precipitation, but not exactly what I wanted with the snow and ice. The now frozen roads have a lot more salt than when I started my wishful thinking.

I am very thankful I have a garage to store my cars and they are safe and protected from all the bad elements outside. I have even been thinking about trying to make some room to get my TR6 project started. Alas the operating word was "thinking". I am headed into my busy season at work for the next 5 months.

Finally, I am thankful for being a member of this Triumph Club and for all the other members and their great ideas and suggestions. I enjoy hearing about their adventures in their cars, how they maintain them and what tricks they use to keep the cars running. I am continually learning from all of you on how to be resourceful, using what I have gleaned from you to keep my cars running. The best part is I do not have to wait for a special time of year, it just happens every time we have a meeting or gathering.

From The Editor

By Bob Aguilar

Dear Fellow Club Members: As some may already know, I am retiring from the position of TR Times Editor. This is my last newsletter and I wanted to take this opportunity to say thank you for all the support you have given me over the past 4 & 1/2 years. I especially want to thank those that have contributed to the Newsletter with their articles and photographs.

Prior to serving as Editor I served 5 & 1/2 years as the club's Secretary/Treasurer. So I have 10 wonderful years invested as a Board Member. It has been very rewarding and my hope is that in the future you will step up to be a Board Member when the call goes out for volunteers.

Ed Curry is the new Editor beginning with the February 2019 issue of the TR Times. I thank him for stepping up and volunteering to take over. He will do a great job and I know that you will support him and continue to contribute those award winning articles and photos

I still plan on participating in club events and driving "Mellow Yellow" my TR-6 for many years to come. So, I'll see you on the road. Best wishes and happy Holidays.

2019 Drive Your Triumph Day - Worldwide Event

By Ed Curry

Here is the mandate; Go for a drive in your Triumph on a country road, out to lunch, to the market, to work, wherever. Go for a drive alone or with a bunch of fellow Triumph club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo in honor of Sir John Black's birthday February 10th. He is the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today.



Last year, our club had 11 cars brave a temperature of 15 degrees with a 1 degree wind chill for a group picture at Victoria British for Sir John Black's birthday. Most kept their engines



running for fear they might not restart in the cold and wind. It was a cloudy miserable day, but it was a lot of fun to get the cars out for a spin. None of the group was brave enough to go top down. Check out this link (<https://driveyourtriumphday.shutterfly.com/>) to see pictures of Triumphs (including ours) taken all over the world on February 10th. Let's see if we can beat last year's turnout of 11 cars. We had 27 cars show up in a grassy field for our 40th Anniversary photo. That should be our goal for this photo. Then we'll get together for lunch to swap Triumph tall tales and lies. Hold the date now and then watch for an evite with all the details. Tentative plans call for a group car photo at the Kansas City Auto Museum in Olathe, 12 noon, followed by lunch at the nearby Granite City restaurant, rain, snow, slush or salt!

Notice of Annual Meeting/Planning Meeting

As provided in the Club's By-Laws, Art. V, this is Notice of the Club's upcoming Annual Meeting and Planning Meeting.

Date: Saturday, January 19, 2019

Time: Dinner (on your own) 5:00 p.m.; Meeting follows

Location: Zarda Bar-B-Q, 11931 W 87th St Pkwy, Lenexa, KS

Meeting Topics: Election of Officers, 2-year terms; Planning 2019 events & activities

Here is the slate of officers up for election:

Director	Steve Vehlewald
Asst. Director	Steve Peak
Treasurer	Mark Gillissen
Secretary	Warren Wood
Newsletter Editor	Ed Curry
Webmaster	Chip Kigar
Activities Coordinator	Larry Taylor
Historian	Paul McBride
Publicist	Kenny Wymore
Past Director	Jack Edwards

Michael Cook, former Triumph and Jaguar PR Exec, dies at 85

From Automotive News, By *Richard Truett*



Triumph sold its last sports car in the U.S. in the summer of 1982, and on Tuesday the brand lost its PR man, Michael Cook, 85, who never stopped promoting the fun-to-drive brand of budget roadsters.

From 1958 until 1991, a couple years after Ford Motor Co. took control of Jaguar Cars Inc. — which was spun off from British Leyland Motors Inc. in 1984 — Cook worked in various marketing, public relations and advertising roles with Rover, Land Rover, Austin, MG, Jaguar and the brand he loved most, Triumph.

"His passing is like a library burning down," said veteran journalist Jamie Kitman, who grew up within walking distance of British Leyland's Willow Tree Road headquarters in Leonia, N.J., in the 1970s, and was a frequent visitor there.

"I met Mike in 1987 when he was Jaguar's PR director," Kitman told *Automotive News*. "I actually walked from my parents' home down to the British Leyland offices. He gave me my first test car, a [Jaguar] XJSC, which was the one that had the removable roof panels. He sort of looked me up and down. I think I had holes in my T-shirt and torn jeans. But he still gave me the car. I think the fact that I was able to talk to him about British cars helped," Kitman recalled.

Cook sold his own sports car, a 1955 Triumph TR2, in 1958 to buy a plane ticket from his home state of Ohio to New York City in hopes of landing a job with the upstart brand of British imported sports cars. Cook began his career at what was then Standard-Triumph, which had its offices and showroom in Manhattan. He was hired as Triumph's assistant advertising manager and put in charge of the Triumph Sports Owners Association, a role he never really relinquished.

Until his death Tuesday morning (11/27/18) of pneumonia in Wayne, N.J., Cook was editor of *The Vintage Triumph*, a magazine for owners of the brand's now classic sports cars. He was also active in Jaguar's classic scene, contributing articles and helping journalists with history questions. During his career, Cook landed Triumph cars on magazine covers, and his work helped the brand sell cars to drivers entering the burgeoning sports car racing scene in the 1960s.

One of Cook's most famous PR stunts showed him leaning out of a TR4 as it appeared to be taking a corner quickly at a race-track. But the numbers on the side of the car were hastily stuck on, the car was going slow and the photo was taken at a closed horse racing track, recalled longtime friend Ted Schumacher. But it became one of the brand's most iconic pictures.

Last summer at the yearly Triumph owner's convention, Cook took note of the sea of graying, balding heads and expanding bellies, as well as the age of Triumph's stylish roadsters, such as the TR4, TR6 and Spitfire.

Cook wrote recently in the club's magazine: "We have transitioned to looking at our cars as collectibles, but we have real, hands-on memories of driving and enjoying them from the beginning. In the not-too-distant future, we with our first-hand knowledge, will be gone ... I hope that enough of our children have learned to appreciate our lives with Triumph and will both keep them and enjoy driving them."

KC MG Hill Run, 10/20/18

By Steve Olson



There was only one token TR4 at today's hill climb. I drove my MG Midget and even a Mini drove the hill. Obviously the MG T types had the advantage of ground clearance. If this event is held again next year perhaps there will be more TR participation. Pictured above Cecil Wise driving his TR4 and passenger Monica Mills.

CARVERS WIN ANTIQUE RUN AWARD

By Larry Taylor



(Kansas City, MO) - Chip Kigar awarded Steve and Cheryl Carver the Fourth Annual Antique Run Award on Saturday, October 20th. The award, a trophy constructed by Kigar, contained the Club logo and a figurine of the Queen waving. As Kigar explained to the antiquing group that included the Carvers, Steve and Kim Peak, Roger Suchman and his friend Mary-Ann Gaston, and this reporter, the award was determined by whim. What distinguished the Carvers from the rest of the antique hunters was that they were the only ones to buy anything – a poster of a Chris Craft boat for their son-in-law. Carver later commented, “After exhaustive research in Triumph manuals and discussion boards, I have been unable to determine how the trophy should be properly mounted.”

The group met at 10:00 in the west bottoms and browsed a number of antique stores until noon and then convened at the Stockyards Brewing Company and sampled a number of craft brews. As Kigar explained, “Antiquing is thirsty work.” Then it was off to EJ’s Urban Eatery on 9th Street for lunch. Everyone had a great time and greatly appreciated Kigar’s efforts in putting this annual event together.



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



Ed Curry
Senior Tax Specialist
New Office Location:
5309 Johnson Dr.
Mission, KS
913-432-5182

Edward.Curry@hrblock.com

TRIUMPH OVER TAX

WEDGE WORDS

By Steve Olson



Whenever our cars aren’t running perfectly we immediately grab our tools and attack the carbs. Even the most clueless among us will twist screws and fiddle with linkages over and over even though that seldom achieves the result we were hoping for. Those with more than a little experience and some expertise will adjust mixtures and re sync carbs for hours on end even though little if any improvements are noticeable.

Some wise experts have said that 90% of carb problems are ignition. I have repeated that sermon myself many times. Carbs that were working well one minute don’t suddenly go out of tune by themselves. Yet we assume we can adjust them and solve all the world’s problems.

Recently I had that lesson hammered home one more time. I needed to mow some of the weeds still growing in my lawn and more importantly chop up some of the leaves that had fallen. I got out the lawn mower and filled the gas tank. Just a couple pulls of the rope got it fired up and running sweetly. Amazing considering how little maintenance that poor thing gets. But after mowing only a few dozen feet and trimming under a bush it sputtered a bit and then just quit. Yanking the rope produced no results. So of course I grabbed some tools and tore into the carb. There are no adjustments on this simple carb. So once I removed the air filter and some bracketry I removed the float bowl and began blasting all orifices with carb cleaner. After patching up the gasket I had ripped, I put everything back together. To my great surprise, when I pulled the rope the engine didn’t even sputter. Yanking the rope harder didn’t help. So I started to go after the carb again assuming I must have missed some tiny bit of contamination in the fuel system. But then as I was about to unbolt the air filter again I noticed the spark plug wire was just dangling in thin air. A branch of the bush must have pulled it off the plug. Once I put it back on the spark plug and pulled the rope, the engine fired right up and ran smoothly.

So I am just as guilty as anybody when it comes to blaming all problems on the carb. I surely didn’t need a pile of tools and an hour’s time to have solved this problem. I just needed to follow my own advice and check the ignition first. Will I remember this lesson next time my lawn mower or my Triumph has a problem? Well, based on my track record, probably not.

FOREIGN CAR ENTERPRISE



CRAIG VAUGHAN
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(816) 471-6687

Time for a Rebuild

By Ed Curry

Restoration of a TR6 reported on in this column has come to a satisfying conclusion. Of course there's always more work that should be done and endless upgrade possibilities. I never did install the new top purchased last spring. Tops are challenging the first time attempted but just a nuisance every time after. The original top, with plenty of duct tape continues to serve well. There is also a pesky leak from the master brake cylinder. While that should be an attention commanding issue, I've tinkered with the hydraulics on this car so many times; I just can't face it again. I'm ready to move on to a new project.

I've always been easily drawn to the next distressed LBC in need of a good home and so the latest arrived in the form of a TR3A. It was one of those opportunistic buys. The retired seller was relocating south and had to empty his house and garage in short order. Aha...the ideal buy! On the down side the car was an abandoned project. A frame-off restoration was started and resulted in a nicely restored frame, suspension and drivetrain. The body was redone in beautiful Signal Red. But the final assemble

was never completed and the project stalled for 20 years. Boxes of parts and cookie tins full of rusty bolts were scattered around the seller's garage. Seats, interior panels and rain gear were in a shed where they had been munched on by mice and covered in mold. It was like a scavenger hunt collecting recognizable parts. I usually advise others

to avoid this kind of project as it's impossible to know what's missing. You also have to be a magician to piece it back together. But TR3's have become the holy grail of LBC car lovers so I had to have it!

The first problem came to light while pushing the car on and off the flatbed tow. It could fully turn left but hardly right. Humm... that seemed odd. I tried the easy fix of adjusting alignment of the tie rods to the extreme right. Now it could turn both ways but with the radius of a battleship. I asked a club member, who is an expert in all things TR3, to try it. He broke the bad news that it was seriously screwed-up! I soon learned the skill of rebuilding a steering box. Chunks of worm gear and shredded bearings were nicely settled in slimy metallic goo at the bottom of the box. I may chronicle this adventure in a separate writing.



Then on to hydraulics. Components collected from many boxes were all clogged with solidified fluid and disintegrated rubber. The peddle assemble, although nicely repainted, was rusted solid on the pivot shaft. Seems like the PO was more of a paint guy than a mechanic.

He also was not much with wiring. The harness was removed with wire clippers instead of unplugging connections. He apparently was not trying to save it. He also threw-out the generator and bolted an alternator to the engine. While this is usually a nice upgrade, I'll have to study-up on wiring changes required. Short-term, I plan to hotwire the ignition and run off the battery. That will delay the task of dealing with Lucas electrics!



I've made slower progress than I had originally envisioned. Cold weather will further delay things. If this car is to be drivable by spring, the pace will need to pick up. Stay tuned.

Lawrence, KS Car Show, 10/7/18

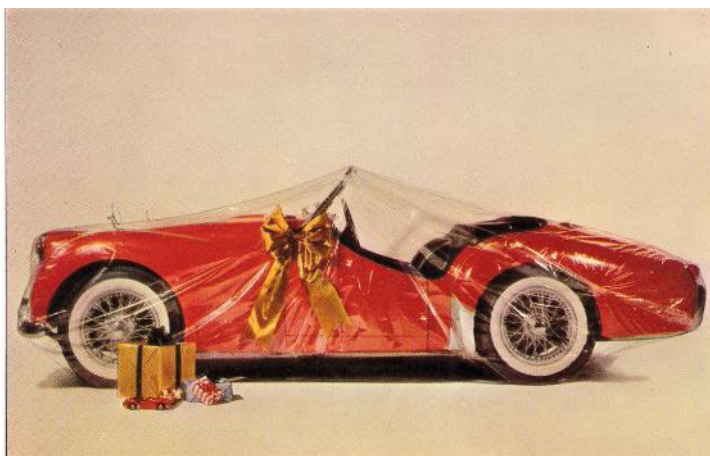
By Steve Olson



No doubt about it, the best Triumph in the show. And the only one. Guess a little sprinkle frightened away all the rest. My TR7.



Chris & Megan Barlow, 1962 TR-4
Brock & Linda Hansen, Looking for a Triumph



1957 TRIUMPH TR-3

...an ideal gift...especially for you!

*Merry Christmas & Happy
New Year!*

From

Paul & Margret McBride

PLACE
STAMP
HERE

*Kansas City Triumph
Sports Car Club*



VTR – Not a Member?

Here's an Offer You Can't Refuse

Established in 1974, the Vintage Triumph register is the only North American organization devoted to all Triumphs. It eventually absorbed the factory sponsored owners' club, the Triumph Sports Owners Association. Now in its 43rd year, the VTR prints an award winning full color magazine 6 times a year, a website with specifications of every Triumph, a national convention held each year somewhere in the country hosted by a local chapter, a national directory of every member, and a listing of over 65 chapters throughout the US and Canada. These are just a few of the benefits.

Now, through June 1st 2019, you can join for two years for the price of one. Here's how:

- Go to www.vtr.org and click on "Join Here" in the Member Login box.
- Fill in the application page.
- At the bottom of the page insert (Redriver) where it says Coupon Code.
- Follow the instructions for making your payment - \$35 for TWO years.
- Submit the application. You will receive an email with the information about your membership, and a welcoming packet with the latest issue of the magazine a few days later.

Got a question or two?

Just send an email to Dick Birch, Membership Secretary at birchtr6@gmail.com



Great American Mountain Rally Revival in New England, 10/12/18 to 10/14/18

Jeff Givens writes: Yes, I made it back early afternoon yesterday 17 October. A great, but long trip. I have not tallied up the miles yet, but it will be close to 4000 miles this trip, including the 750 miles of the GAMRR18 (Great American Mountain Rally Revival 2018). Lots of top down driving, off paved road Rally driving, hill climbing, along with the New England states fall colors in full bloom. An incredible trip! And yes, third place in my class. Plenty of "precision" TR3 driving to get that small trophy.

I will see you all at the next Club Night Out, and give a full accounting of my travels.

Photos of Jeff Givens presenting his slide show at the monthly Club meeting at Birdies on 11/1/18.

Submitted by Warren Wood



KCTriumphs Google Groups Etiquette

By Larry Taylor & Mark Gilliseen

There has been some confusion about the use of Google Groups email. The below etiquette procedures should help eliminate that confusion.

- If you want to reply to a specific sender, enter that sender's email in the reply field otherwise it will go to the entire group. The sender's e-mail address can generally be found in the header of the e-mail. Another option to select who they reply to is "reply to sender", it replies to the sender only. If you select "reply to all" it goes to the entire Google Group.
- If you want to change the subject of an email thread, start a new thread by emailing to KCTriumphs@googlegroups.com and entering a new subject line rather than tacking on to an e-mail thread unrelated to your new subject.
- Membership in this forum is limited to the active membership of the Kansas City Triumphs Sports Car Club and is primarily intended to disseminate Club related information and to provide members a forum to ask questions and exchange information relating to the maintenance, repair and enjoyment of Triumph automobiles. The following uses of this forum are prohibited:
 - * Postings about your business's products or services.
 - * Political discussions.
 - * Postings containing profanity, racism or personal attacks.
 - * Other matters unrelated to Club membership or Triumph ownership.
- Any questions or issues related to the use of this forum should be directed to Mark Gilliseen. Mark also says that he can make the following changes for members if so desired:
 - No email: web-only participation (log into the group site and read post there).
 - Abridged Email: one summary email of new activity per day.
 - Digest Email: up to 25 full new messages in a single email.
 - All Email: send each message as it arrives
 - The default is All Email.



2019 dues remain \$20 (\$25 if you want your newsletter mailed via USPS). Dues collection for 2019 started at the Heartland All British Car Show on Sept. 2nd and runs through the end of the year. Please use the enclosed Membership application found later in this newsletter to renew.

2018 Calendar of Events

January, 2018

4th, Club Night Out, Birdies 6:00 PM
16th, Officers meeting, 6:00 PM Birdies
20th, Annual Planning Dinner

February, 2018

1st, Club Night Out, Birdies 6:00 PM
8th, Plan Triumph Club Anniversary Party --Steve Peak
10th, Drive Your TR Day (Sir John Black's BD)
20th, Officers meeting, 6:00 PM Birdies

March, 2018

1st, Club Night Out, Birdies 6:00 PM
20th, Officers meeting, 6:00 PM Birdies

April, 2018

5th, Club Night Out, Birdies 6:00 PM
7th, Spring Tune Up, Rescheduled (Weahter)
14th, Ople, KS Chicken run, Canceled (Weather)
17th, Officers Meeting, 6:00 Birdies
19-22nd, VTR South Central Regional, Lake Conroe, TX
21st, Wamego Tulip Festival, Canceled (Weather)
28th, Jeff Givens Garage tour

May, 2018

3rd, Club Night Out, Birdies 6:00 PM
5th, Shawnee Mission West Band Car Show
12th, Lexington, MO Drive & Tour, KC MG Club
15th, Officers meeting, 6:00 PM Birdies
19th, Rescheduled Spring Tune Up, Vehlewald Garage
28th-June 3rd, British Car Week

June, 2018

3rd, Picnic SM Park, Drive British Car week ends
7th, Club Night Out, Birdies 6:00 PM
8-10th, GOMBC All British, Carthage, MO
19th, Officers meeting, 6:00 PM Birdies
22nd, Holy-Field Winery, 6:00 PM, Paul McBride

July, 2018

5th, Club Night Out, Birdies 6:00 PM
6th, Holy-Field Winery, 6:00 PM, Bob Aguilar
17th, Officers meeting, 6:00 PM Birdies
17-21st, VTR National Convention LaCrosse, WI

Cars and Coffee (and donuts) at the Kansas City Auto Museum every 1 & 3 Saturday of the Month in Olathe from 8-10 AM

August, 2018

2nd, Club Night Out, Birdies 6:00 PM
19th, KC Market Car Show, Warren Wood
21st, Officers meeting, 6:00 PM Birdies
26th, Kauffman Stadium Car Show, Sam Taylor?

September, 2018

2nd, Heartland All British Meet
6th, Club Night Out, Birdies 6:00 PM
8th, Brits in the Ozarks, Fayetteville, AR
13th, Kactus Creek Croquet, Larry Taylor
18th, Officers meeting, 6:00 PM Birdies
22nd, KC Triumph Club 40th Anniversary Party
27-30th, Triumphfest 2018, Sacramento, CA

October, 2018

4th, Club Night Out, Birdies 6:00 PM
7th, Lawrence British Car Show
12-14th, Lake Garnett Car Show
16th, Officers meeting, 6:00 PM Birdies
20th, Antique Run West Bottoms-Chip Kigar
20th, Hill Climb, KC MG TD Club

November, 2018

1st, Club Night Out, Birdies 6:00 PM
3rd, Chili Supper -Ed Curry's Home, 6:00 PM
20th, Officers meeting, 6:00 PM Birdies

December, 2018

6th, Triumph Club Holiday Party
18th, Officers meeting, 6:00 PM Birdies

January, 2019

3rd, Club Night Out, Birdies 6:00 PM
15th, Officers meeting, 6:00 PM Birdies
19th Annual Planning Dinner

February, 2019

7th, Club Night Out, Birdies 6:00 PM
10th, Drive Your TR Day (Sir John Black's BD)
19th, Officers meeting, 6:00 PM Birdies

Revised : 9-21-2018

Planning 2019 Events & Activities

By Larry Taylor

Greetings Club Members,

As a nominee for the Club's Activities Coordinator position for 2019, I would like to get feedback from the membership regarding possible events and activities for this next year, hopefully before the planning meeting on January 19th.

Attached is an event planning worksheet that lists a number of possible events that I hope you will take some time to consider and respond to. Many are events that have been held before with a few new additions. There is also space for write-ins if you have an idea you would like the Club to consider. Some of the new event ideas are:

1. A brunch on Sunday February 10th to celebrate Valentines' day as well as national drive your Triumph day. Drive your Triumph day celebrates the birthday of Sir John Black, the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today. It has also been suggested that we meet first at the KC Auto Museum for a group photo to be published in the Vintage Triumph Register.
2. In addition to the Drive Your British Car Week picnic, add a summer and/or a fall picnic.
3. Day Trips – Longer drives to a destination with a planned tour or event.
4. Breakfast runs – take a 30 to 60 minute drive Saturday or Sunday morning through some of the scenic back roads in the area and then have breakfast. An alternative might include meeting for breakfast, driving and then having lunch.
5. Winery Poker Run – Select 5 or more local wineries. At each winery you would receive a playing card. Then meet at the end of the run and the car with the highest poker hand wins a prize – possibly some wine contributed by the wineries.
6. Photo Scavenger Hunt – Meet in the morning and you are given a list of things to photograph and a route to follow. Each car departs a starting point in 10 minute intervals gathering as many photo's as possible and then meet for lunch. The one with the most photo's win bragging rights.
7. Tech Sessions - In addition to the tune-up days, asking members and/or local shops catering to the British car trade host tech sessions of their choice. Hopefully you will consider hosting a session.
8. Car Swap Test Drive – This idea comes from the Capitol Triumph Register (the Washington DC area club). They get together with the local MG Club and pair up taking turns driving each other's cars on a short preset course. They do it in a park and limit the speed to the posted speed limit of 25 mph. When someone is driving your car, you would ride as a passenger. All of the details and logistics would need to be worked out and possibly a lunch or dinner could follow. This could also just be an intra-club event and swap Triumphs.

In completing the sheet:

1. Please enter your name at the top.
2. Please add any additional events you would like considered.
3. Please, please, please volunteer to be the point person for an event and check the box next to the event or events you choose. Being the point person entails planning the details of the event, being host of the event and coordinating with any third parties. If there are costs involved, the Club will generally reimburse preapproved costs. I will assist the point person, but I cannot do it all myself. A lack of volunteers will result in a lack of events.
4. Please check the boxes if you have attended the event in the past and what your interest is in attending the event in the coming year. We do not want to plan events that no one wants to attend. Of course, your choices are not binding, but will give the board direction as to where to put our efforts and resources. In particular, I am interested in the level of interest in having more driving events and tech sessions.

I have attached the planning worksheet on the next page that can be completed and returned to me by email, fax, snail mail or give it to me at any club function prior to the planning meeting or at the planning meeting. **If you reply by email to my original Google Groups email dated Nov. 21, please forward it directly to me at larry@taylorgroupcpa.com rather than replying to the entire group through the Google Groups email.** I am looking forward to your thoughts, ideas and suggestions. If at any time there is an idea for the Club that you would like considered, let me know. You can also contact me on my cell phone at 913-620-8703.

KC TRIUMPHS 2019 EVENT-PLANNING

NAME:	DATE	I VOLUNTEER AS AS POINT PERSON	I HAVE ATTENDED THIS EVENT BEFORE	WHAT IS YOUR LEVEL OF INTEREST IN ATTENDING THIS EVENT			
				VERY STRONG	MAYBE	LOW INTEREST	NO INTEREST
SOCIAL EVENTS (MEET & EAT)							
VALENTINE'S / JOHN BLACK'S BIRTHDAY* BRUNCH	2/10/2019						
CHIP'S WEST BOTTOMS ANTIQUE RUN							
CHILI SUPPER							
CARS & COFFEE AT KC AUTO MUSEUM							
HOLIDAY PARTY							
HOLYFIELD WINERY & JAZZ - BASEHOR KS							
STONE MILL WINERY - OLATHE, KS							
KACTUS CREEK CROQUET - PARKVILLE, MO							
SUMMER PICNIC							
FALL PICNIC							
ANNUAL PLANNING DINNER & OFFICER ELECTION	1/19/2019						
DAY TRIPS							
ATCHISON, KS							
WESTON, MO							
KANSAS CAPITOL BUILDING TOUR							
LEXINGTON, MO							
WAMEGO TULIP FESTIVAL							
WATKINS MILL							
LECOMPTON, KS							
POWELL GARDENS							
BREAKFAST RUNS (30-60 MINUTE DRIVE & THEN BREAKFAST)							
SPRING RUN							
SUMMER RUN							
FALL FOLIAGE RUN							
OTHER							
WINERY POKER RUN							
PHOTO SCAVENGER HUNT							
VICTORIA BRITISH TOUR							
TECH SESSIONS							
SPRING TUNE-UP DAY							
FALL TUNE-UP DAY							
MARK CANADY'S BODY SHOP- TOPEKA, KS							
JESSE PRATHER'S DYNO-DAY - TOPEKA, KS							
SANTA FE GARAGE - INDEPENDENCE, MO							
CRAIG VAUGHN'S - KANSAS CITY, MO							
TIMING & TUNING - SU CARBURETORS							
TIMING & TUNING - STRONBERG CARBURETORS							
POLISHING & WAXING							
WELDING DEMONSTRATION							
JOINT EVENTS WITH THE MG & OTHER CLUBS							
DRIVE-IN MOVIE NIGHT							
CAR SWAP TEST DRIVE							
DRIVE YOUR BRITISH CAR WEEK PICNIC	6/3/2019						
OPIE CHICKEN RUN - OPIE, KS							
CAR SHOWS AND EXHIBITS							
SHAWNEE MISSION WEST BAND CAR SHOW							
GOBMC ALL BRITISH CAR SHOW - CARTHAGE, MO							
VTR NATIONAL - DRIPPING SPRINGS, TX	10/6 - 10/11/2019						
VTR SC REGIONAL - LAKE TEXOMA, TX	4/24 - 4/27/2019						
KC RIVER MARKET CAR SHOW							
KAUFFMAN STADIUM CAR SHOW							
HEARTLAND ALL BRITISH CAR SHOW	9/1/2019						
BRITS IN THE OZARKS - FAYETTEVILLE, AR							
LAWRENCE CAR SHOW - LAWRENCE, KS							
LAKE GARNETT TRACK EVENT & CAR SHOW							

*DRIVE YOUR TRIUMPH DAY - FEBRUARY 10TH

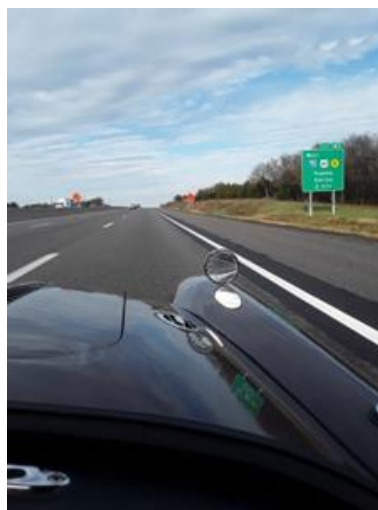
11/20/2018

Here's An Idea For a Future Activity From Tom Berry, KC MG Club Member

Dyno Tuning His MGA Coupe

In November of 2017 I began a refurbishment of my '60 MGA Coupe which included building an 1800cc MGB 3 main motor for it. I finished it in June of 2018 and have been satisfied with the way the motor ran and with the things I changed on it to enhance performance but, although performance was acceptable I've always wondered if I might have missed something. When I initially heard about Jesse Prather Motorsports from TR-3 guy, Larry Taylor, I began to plan this adventure.

Yesterday, Wednesday, Nov 7th, a year after starting my referb project, my friend, MGB guy Al Moore, and I set out on an adventure to answer my questions. Wednesday, a cold clear morning we set out about 0800 for Jesse Prather Motorsports in Topeka, KS about 70 miles from here. Jesse has a Chassis Dynamometer that he uses to tune race cars on. Jesse's main focus is Mazda race cars but being the son of Kent Prather, long time MGA and British car guy has vast experience with British cars.

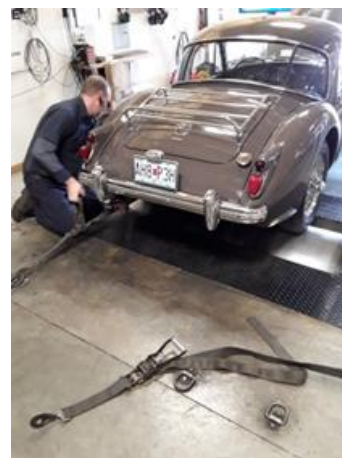
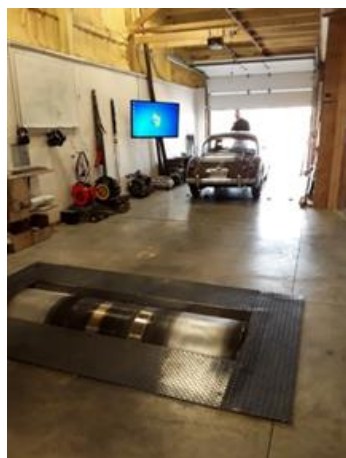


When we arrived we found a pristinely clean beautiful shop with a large number of customer racing cars in various stages of build or repair. Jesse greeted us and we began our conversation about what I wanted and what results I could expect. Jesse listened as I gave him a bit of history of what I had done to the motor during it's build. His explanation of what was going to be accomplished was clear and concise. We hit it off right away. (Continued next page)



Dyno Tuning His MGA Coupe (Continued)

The next step was to get my Coupe set up on the Dyno. Jesse directed me as I backed it into position and my photographer, Al, took the pictures.



Now, for obvious reasons, the Coupe had to be securely tied in position. Again I was impressed with the thought that Jesse had put into the installation of the dynamometer. The tie downs were attached to heavy steel rings securely imbedded in the concrete floor. The Coupe was not going to move. A high velocity fan was placed in front of the grille insuring cooling air through the radiator and an oxygen sensor placed in the exhaust pipe connected to the exhaust gas analyzer. In addition, leads for timing were attached to #1 plug wire and to a battery for power and to keep them out of the way.



Once we were all set Jesse did a check of the computer and the dyno read outs we (he) was ready to start doing the actual pulls running the car. Prior to doing the first pull Jesse talked with me about how the car was driven. He wanted to know things like at what RPM did I normally shift, at what RPM did I shift when wanting it to preform, at what speeds did I drive under different conditions. It was apparent to me that he was about to custom tune the car so I would be able to get the max out of it the way I drove it. He knew that although I wanted good performance out of it I was not racing the car like most of his customers do. (Continued next page)



Dyno Tuning His MGA Coupe (Continued)



After the first pull Jesse explained in detail what we were seeing on the graph displayed on the dyno computer screens. I had no difficulty following him as I have a long history with motors and have observed dyno runs on a number of other types of motors, but his explanation was clear, concise and unhurried. Any novice would have been able to understand. He was also more than happy to answer questions.

As it turned out, despite all of my research on SU needles, manual tuning methods and “reading” spark plugs, the motor was running too rich. Jesse jumped in and, with considerable skill set out to correct this. This was where I learned some new (to me at least) SU tricks. Things that he readily shared with me and that he had apparently learned from his father, Kent. After a couple more pulls with changes in between each one he determined that we were not going to get the optimum performance I was looking for without different carburetor needles that neither of us had.



Jesse working his magic



Well, damn!!! What do we do now? Again Jesse came up with a solution with directions to his dad's, Kent's, shop and the loan of his little shop SUV. Another pleasant adventure. Kent's shop was not far, easy to find and he was expecting us. Kent supplied us with a large assortment of SU needles and other parts in a kit that they use for just that purpose.

Upon our return Jesse did a bit of research from a well worn manual, changed needles and did another pull with the dyno. The results were predictable but still not quite the fuel / air ratio he was looking for. Again another change and, oops, a bit to lean. Back to the other needle but with different height and jet drop. A couple more pulls with minor changes and, WOW!! (Continued next page)



Dyno Tuning His MGA Coupe (Continued)



What we have here, looking from the bottom up is:

Bottom section - Fuel air ratio. The broken line is absolute optimum. Below the broken line is too rich and above the line is too lean. The red line is the first pull, the blue line is the last pull. There were 11 pulls in all to about 4500 RPM.

Middle section – Horsepower. Again the red is the first pull. The jagged rough red line is due to the motor running too rich and shows that it was not being consistent. Jesse could see the problem and so there was no need of pulling it all of the way to 4500 RPM.

Top section – Torque curve. Again, the red line was the first pull and torque began falling off and getting rough about 3250 RPM. On the last pull, the blue line, torque increased much more smoothly and continued to increase past 4500 RPM.

Net result was near optimum fuel / air ratio, better than 9 hp increase and a substantial increase in torque plus both hp and torque were much smoother.

Jesse had one more great suggestion, lunch at the “World Famous Blind Tiger Brewery and Restaurant” in Topeka. A great suggestion. Al had heard of it from another friend although he had not been there. We enjoyed a burger and a locally brewed beer there before heading back to K.C.



Now it was time to hit the turnpike and really put all of the tuning efforts to the test. I was pleased with the difference in how my Coupe preformed. I could easily tell the difference. It cruised easily at about 3800 RPM making 70 MPH all of the way back home. After getting home I just couldn't resist reverting to one of my old school methods of checking on how a motor is running, “reading the plugs”. Once again I was very pleased.



Before dyno tuning



After dyno tuning

Congratulations Keith Jordan For Making the VB Catalog Cover

Your Catalog of Accessories & Parts for
TR2 TR3 TR4 TR4A
TR250 & TR6
2018 *FALL*
EDITION **TC.92**



Keith Jordan's
1957 Triumph TR3
See story on page 171.



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Congratulations Keith Jordan For Making the VB Catalog Cover (Continued)



It's Been Great

Keith Jordan and His 1957 Triumph TR3

This is the third British sports car I have owned. The first was a 1966 Spitfire that I purchased in 1972 while living in California. I really had fun with that car and in some ways, I wish I had kept it! I sold it when I moved to San Francisco, since I didn't need a car there.

In 1979, after my wife and I got married, we bought a TR3B for use as a second car, while we lived in Connecticut. It was quite a rust bucket, but we drove it everywhere in all kinds of weather. We took it with us when we moved to Virginia. I had planned to do a full restoration, but it got to be too much of a project, so I sold it for parts in 1982.

In 2017, nearing retirement, I decided I wanted another TR3, to use as a daily driver with an eye towards restoration. After

looking all summer, online as well as traveling to various states to check out prospects, I heard about one for sale that had been restored frame-off in 1987 but then mostly stored. It was in Connecticut and was one of the rarer "smallmouths," which was my preference. We went to see it, drove it and I bought it!

In November, I had it transported back home to Kansas and I spent the winter replacing all the rubber parts (including tires and wheels), rebuilding or replacing various other parts and doing cosmetic refurbishing. This summer, I've been driving it around town and keeping it up mechanically. I plan to do more work this winter, probably replacing the interior and some minor body work. Once I retire next year, I'll think about a full restoration, or at least an engine/transmission/rear end rebuild. It's been great to be back in a British sports car!

Special Interior Kit Vinyl Colors for TR6 See Page 45	 Biscuit	 Black	Biscuit Everflex Vinyl Convertible Top	 Biscuit Top	Made to Match the Biscuit Interior Kit - For More Information, See Page 39	Carpet Kit Colors - See Page 54 Black Brown Blue				
Seat Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 49 Interior Panel Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 52			Seat Belt Colors for TR2 thru TR6 See Page 51							
Black	Red	Shadow Blue	Light Tan	Stone	Gray	Black	Blue	Brown	Red	
Interior Panel and Seat Reupholstery Kit Colors for TR6 - See Pages 50 & 53						ColorBond Colors - See Page 46				
Black	Red	Blue	New Tan	Light Tan	Beige	Chestnut	Black	Beige	Biscuit	Red

Congratulations Chip Kigar For Making the VB Catalog Cover

Your Catalog of Accessories & Parts for Spitfire & GT6

2018 *FALL*
EDITION **SG.91**



Chip Kigar's
1980 Triumph Spitfire
See story on page 155.

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Congratulations Chip Kigar For Making the VB Catalog Cover (Continued)



Many Adventures

Chip Kigar and His 1980 Triumph Spitfire

I purchased my 1980 Spitfire entirely on impulse from an eBay listing around 2003. It was a New Mexico sale, so it was rust-free and came complete with a hole in the block from a thrown rod. My coworker egged me on, even offering to lend me the \$900 dollars the car was listed for. Neither one of us expected that I would win the auction, which I did after boosting my limit to \$1154. Surprise, you have WON! I called my wife Pam with the unexpected news and her only words were "Can you work on it?"

I went to Sears the next day and put a tool set on layaway and worked with the seller to arrange delivery. He had a spare block, and we arranged a transplant for some additional cash. Several weeks later, a blue Spit with a ratty interior was unloaded at my

house. The horn was wired up with orange extension cord and I learned the term DPO – dreaded previous owner(s). I stripped the body and interior, sanded and prepped and sprung for a paint job for the red sports car every middle age guy deserves. I became a member of The Kansas City Triumphs Sports Car Club and began a period of learning what it takes to "Keep 'em on the Road."

There hasn't been a part of the car that I haven't had in parts, but it has been a tremendous amount of fun. Cruising down a winding road, clicking the overdrive switch while feeling the breeze has been a great experience. Being involved with the local club has led to many adventures and great experiences.

Triumph Logo Hat



15-7185
\$19.95

100% cotton low profile hat embroidered with Triumph logo. Comfortable and stylish. One size fits all with an adjustable rear cloth strap.

Be Sure All Your Interior Colors Match ... with ColorBond

ColorBond permanently changes the color of your interior. Sprays on and dries to the touch in 45 seconds, forming a complete bond in 10 minutes. Original grain pattern is never altered or hidden, no matter how many times ColorBond is applied. Will not crack, flake, peel or rub off from solid or flexible materials because the color becomes part of the surface.

ColorBond is a semi-gloss finish that is OEM approved, UV stable and colorfast. Each 12 ounce can will cover 7 square feet. ColorBond Prep/Cleaner should be used prior to applying ColorBond.

Black #17-900-BL	Beige #17-900-BG
Blacuit #17-900-BS	Red #17-900-RD

\$16.95
each

Each 12 ounce can covers 7 square feet.



ColorBond can be used on:

- Vinyl
- Leather
- ABS Plastic
- PVC
- Polyurethane
- Polycarbonate
- Lexan
- Acrylic
- Recycled Plastics
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- Cloth Upholstery

ColorBond Prep/Cleaner is a fast drying, non-solvent, multi-surface cleaner that prepares the surface for use of ColorBond.

ColorBond Satin Clear Coat provides a protective finish that won't wash off.

ColorBond Adhesion Promoter is required for the use of ColorBond on materials such as Polypropylene, Thermoplastic Elastomer, Polyolefin, Fiberglass and metal.

17-909
Prep/Cleaner
12 oz. Can
\$10.95

17-903
Satin Clear Coat
12 oz. Can
\$16.95

17-904
Adhesion Promoter
12 oz. Can
\$14.95



"Keep'em On The Road"®

Parts and Accessories for

TR2, TR3, TR4, TR4A, TR250, TR6, TR7, TR8, GT6, Spitfire



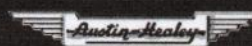
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The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, 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. 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:

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New: _____ Renewal: _____

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Address _____

City, St Zip _____

Phone () _____

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Car Information
Year Model VIN / Commission # _____

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

TR-6 For Sale

1977 Triumph TR6
 73,000 Miles
 Green
 New Convertible Top & Seats in 2011 (R & S Automotive, Independence)
 Tonneau cover
 Luggage Rack
 After Market Dashboard & Steering wheel
 Logo Floor mats

Clutch master cylinder and slave cylinder replaced 2017
 Brake drums resurfaced, rear pads and shoes replaced 2017
 Alternator Replaced 2015
 New Brake Master Cylinder 2010
 Rod Bearings replaced 2006
 Front shocks replaced 2006
 Front upper ball joints replaced 2004
 Radiator replaced 2002
 Clutch Assembly replaced 2002

In 2018 Santa Fe Garage in Independence Mo found slippage in differential, recommends replacement of differential (\$800-\$1000).

Appraised by Car Counselors of Parkville, Mo, in October 2018 at \$15,000, taking into consideration the cost of differential repair.

Contact:
 Mike Lewis
 (Lee's Summit, MO)
 816-868-9915



Eggs Benedict served on a hubcap
 because there's no plate like chrome for the hollandaise



You can never have enough projects, right Ed?

