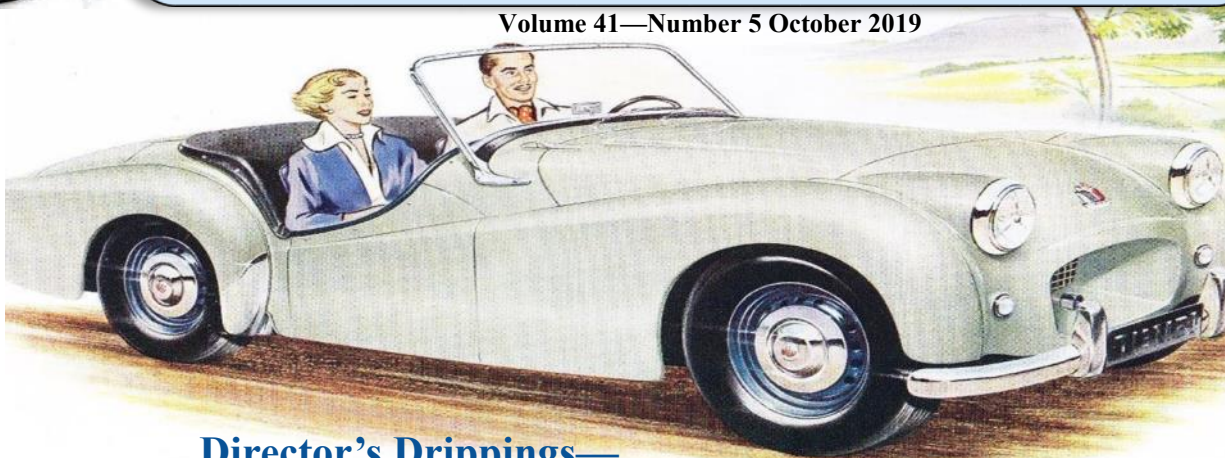




TR TIMES

Kansas City Triumphs Sports Car Club

Volume 41—Number 5 October 2019



Director's Drippings— What Have You Done Lately

By Steve Vehlewald, Director

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Have you done anything fun this summer? Hopefully you have found something of interest to do to take advantage of the great weather we have had this year, even better if you were able to drive the little British car. My favorite club driving events so far this year were the Breakfast run, the Dyno tune and the City Market car show.

We have had more club related activities this year than in any past year since I have been a member (9 years). I might add that I have driven more miles in my Spitfire this year than in the past several years.

If you missed out on some of the past events you have numerous opportunities to gather with your friends, car or not before the year is over. Just a sampling from the calendar, we have the Lawrence car show, the first weekend in October, followed by Lake Garnett the next weekend. Don't forget the foliage run, the chili supper, and the MG club annual FAT run, an overnigher in southern Missouri and northwest Arkansas. Finally closing out December will be the Holiday dinner.

Even the club night outs have been fun. The last club night out meeting with Jeff Givens's presentations on his European rally was super stuff. I cannot wait to hear about the New England rally if he makes the run this year.

If you did not like the events we had planned this year send an e-mail to any board member with a suggested activity for next year's calendar. We are always looking for new ideas.

Get out and do something fun with or without your car before the leaves start to fall and the snow makes its way back into our busy lives.

UPCOMING EVENTS

10/2 Kactus Creek Croquet
10/5 West Bottoms Antique Run
10/6 Lawrence Car Show
10/13 Lake Garnett Track Day Picnic
10/19 Fall Foliage Run

See Events Calendar for Details and more events

Weston Summer Lunch Run

by Kenny Wymore



Fifteen club members in six Triumphs and a couple daily drivers met at the Station gas station at 45 Hwy and I-435 outside of Parkville at 10 AM on July 27th and caravanned to Weston, MO. We took 45 Hwy to JJ and then into Weston and parked at the bottom of Main street. My father Walt lives in Weston and he met us down there. He's the one who got me into British cars in the first place and he liked seeing the cars.

Michael Robbins drove his TR4A down from St. Joe to meet us and Larry Taylor met up with us as well. Since we had some time to kill before lunch, everyone perused the shops, checking out crafts and antiques and some sampled liquors from the McCormick Distillery store and Celtic Ranch.



At noon we all reconvened at the America Bowman Restaurant for lunch. We essentially had a private room in the back due to our group size and everyone seemed to have a good time.



After lunch a few of us got our photo taken with the world's largest ball of string which is at the restaurant (I happened to notice it while we were walking out). It weighs in at 3,712 pounds and is 19 feet in circumference. The ball was made by a guy named Finley Stephens in the 1950's from pieces of string that were used on packages when people would mail things. He had local postmasters keep the pieces of string for him and he would tie them together and add them to the ball. Finley created a museum for it and a few other oddities in a barn on the site of the current restaurant. The ball of twine stayed there after he died and has just recently gone back on display. It still sits on a red, white, and blue wheeled cart that was painted for the 1976 bicentennial celebration.



Art of the Machine Car Display, Aug. 18

By Warren Wood

The City Market just north of downtown Kansas City, MO, proved again to be a great venue for a British car show. This year's "Art of the Machine Car Display," held in the middle of the market, began on a mostly cloudy Sunday morning on Aug. 18 and ended with beautiful clear blue skies.



Twenty-seven Triumphs and MGs, plus a Morris pickup, assembled at 9:30 a.m. at a staging area a couple of blocks south of the City Market and caravanned up to the center of the market area. For the next four hours, there were plenty of market visitors walking about, snapping pictures, talking with the cars' owners and generally admiring our hardware.



What makes this event so much fun is that most of those visiting the event were not too knowledgeable about our cars but were interested and curious about them, making for a different kind of conversation among the visitors and the car owners. And, for an occasional change of pace, we were able to leave our cars for a bit and go sample the fine foods available at several nearby cafes, or pick up some locally grown produce at the farmers' market.



With 28 cars participating, we about filled up the available space for the show. Expectations are that for this popular event, we just might hit the maximum capacity of about 35 cars next year.



Art of the Machine—Cont.

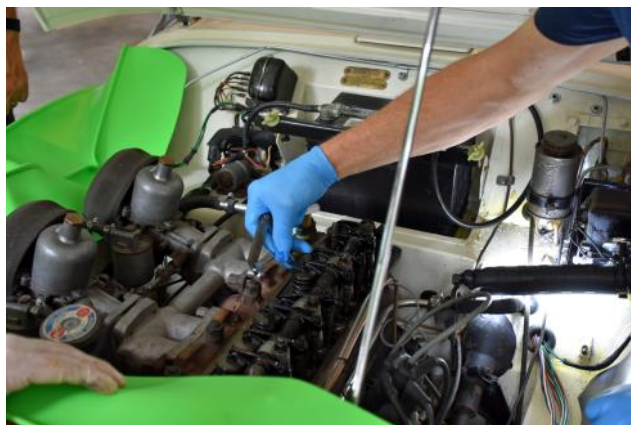


Valve Adjustment Tech Session under direction of Paul McBride

By Rodger Suchman



At the Spring dynamometer evaluation Guru Kent Praither told me my tappets needed adjustment. When the summer tech session time opened on the Triumph Club calendar I mentioned my valve lifter issue and a club director suggested “why not ask Paul McBride to conduct an adjusting clinic?”



After clearing the scheme with Paul, Pres Steve V and Scheduler Larry T, the valve lash adjusting process was inserted into the club schedule.



On August 17, twenty-seven club members gathered in my garage and Paul McBride conducted a valve lifter tech session. Professor Paul brought several pages of explanatory tech sheets, requisite tools, engine hand crank (borrowed from Larry Taylor), and a feeler gauge. I had obtained a valve cover gasket.

In a little more than an hour the valve lifter clearances were perfected and a wealth of information was exchanged about gasket manipulation, tool selection and lifter adjustment sequencing.



Thanks to the Triumph Club for coffee and donuts and the willingness to share information with a rookie, non-wrench club member. Paul McBride is a hero. And I finally cleaned up my garage!

As Luck would have it ... I had my Uncle Allen

By Craig Simon

Scenario: Imagine you are somewhere in Germany 1944, riding on a motorcycle escorting a truck full of something super, super top secret. Your buddy is another rider next to you.

Imagination is a wonderful thing, and that's what my cousin Robby and I imagined as we wrapped our legs around the huge front headlights of my Uncle Allen's 1940 Dodge 1 1/2 ton Flatbed truck. Riding on the fenders, we went from field to barn carrying our "Top Secret" load of hay bales.

It was the summer of 1968 in upstate Minnesota. I was 14, my cousin 15 and we had watched many of WW2 movies of the time. We road on the fenders, aka motorcycles going 30 or 40 mph on the dirt roads, legs wrapped around the huge tear drop headlights, leaning into the corners, wearing old beat up clear grinding glasses. By todays standards this was a dangerous move, but my Uncle must have sized up our abilities, and probably said something like, "If any of you boys fall off, no more riding on the fenders."



Me grown up. Dodge retired to back pasture. Grandpa Dewey, Farm dog (always had a farm dog), Me, Uncle Allen. Uncle Allen teaching me the finer things of driving a John Deere Model A tractor.

Uncle Allen taught me that with a battery and some gas dribbled down the carburetor, you could get an old 1954 Ford station wagon and 1958 Chevy parked in the field running.

Did you know that if you fill the said 1954 Ford up with diesel, instead of gas it will still start and run? "Pull it with a tractor fast enough and it'll run" was my Uncles directive. His brilliance and knowledge on all things mechanical was amazing. Driving that Ford wagon with its three bald tires, one snow tire, driver's door wired shut, exhaust manifold cracked on a 260 V8 which made it sound like something out of NASCAR was one of many highlights on visits to my Uncles farm. That massive cloud of blue diesel exhaust smoke pouring out from behind the driver's door while bombing around corn fields and back roads was a visual image I will never forget.



Not everyone has that one special person who they can attribute to their love and interest in cars, tractors, trucks, planes or anything mechanical. **As luck would have it, I had my Uncle Allen.**

Four years ago, I brought my motorcycle back to Kansas, where it is proudly displayed in my yard. At least what I could fit in the back of my van.



Cars and Coffee At KC Auto Museum

By Warren Wood

A Cars and Coffee gathering occurs twice a month at the Kansas City Automotive Museum in Olathe. Since it doesn't feature Triumphs or British cars, it's normally not mentioned in this newsletter. But this one, on the third Saturday of September, was a bit special as an invitation was sent to members of our Club as well as the KC MG club and the Lawrence All British club to come and enjoy some early morning auto viewing.



Another threat of rain (seems typical this year) probably deterred some members from attending, but several showed up from 8:00 to 10:00 a.m., most with their Brit cars, for some coffee and donuts and a free tour of the museum. The cloudy and cool day, with no rain(!), made for a great opportunity for visiting with folks who love our hobby.

Cars & Coffee—Cont.

In addition to some MG and Lawrence club members, those from the KC Triumphs there included: Bob Aguilar ('72 MGB-GT), Bob Haefner ('51 MG TC), Brock Hansen (left his '74 TR6 home), Matt Jenkinson and his young son ('62 TR4), Steve Olson ('76 MG Midget), Steve Peak ('66 TR4A), Greg and DeeAnn Schoenhals ('59 TR3A), Steve Vehlewald ('80 Spitfire) and Warren Wood ('72 TR6).



Hey Big Guy...Wanna race? I'll blow your doors off!

DYNO DAY AT JESSE PRATHER'S

By Larry Taylor



Dyno Day on June 21st started with a torrential rain storm at about the planned time to depart for Topeka. Since I was not having my car tuned, I drove my truck and arrived at Jesse's a little after 8:00 and found that Rodger Suchman was already there having braved the storm in his TR3. Roger Elliott soon arrived in his Spitfire followed by Russ Sifers in his Volkswagen GTI. Patrick Murphy arrived next accompanied by British car mechanic Gary Gumminger. Steve Vehlewald, Steve Peak, Bob Agular, had planned to leave early from the Vehlewald compound delayed their departure but arrived around lunch time. Jeff Givens made a guest appearance without his car which was on the boat to Belgium.

Jesse's dad, master mechanic and British car expert, Kent Prather, was on hand to assist Jesse for the day. The Prathers were very knowledgeable and professional. Lunch was catered in from Subway and all in all it was an enjoyable and educational day despite the morning rain storms.



Here are comments from some of the participants.

Rodger Suchman After mounting my rear tires on the rollers the engine in my TR3 was fired up and my valves were deemed "noisy." Adjustment is called for. The engine rpms were run up and the computer readout indicated that my air/gas mixture was too rich and could cause fouling and soot build up inside the engine as well as lower than ideal miles per gallon of gasoline. The carburetors were analyzed and adjusted and my carburetor needles were changed. After these changes the fuel mixture was appropriate.

Next, the Prathers ran my engine up to "redline" and it was pronounced quite satisfactory. My Max Torque horsepower increased from 90.85 to 96.28. I was also taught how to determine the proper lubrication levels in my carburetors and how to top off levels with transmission fluid in a small dropper bottle.

The process was professionally handled and gave me additional confidence in my car. Really was a good experience. But, the sound was terrifying as my little engine approached 5k rpms. Loud!



Steve Vehlewald I really enjoyed the Dyno Day. The dyno validated some of the improvements I had made upgrading the electronic ignition and the carb swap from the Stromberg to the Weber.

What I found interesting and impressive was that Kent Prather came up to me afterward and explained what they did. He told me as soon as he started the car he knew the timing was off. I had set it to factory specs, however he said that the timing mark was off on the pulley and usually the marks are not correct on these British cars. I never would have known that except for this dyno tune. He told me to remark the timing mark to this new spot the car was now tuned for future use. They also modified the throttle linkage. I was not sure my secondaries were opening up on the 2 barrel Weber carb, they caught this issue during the tune. They confirmed they were not opening and Jesse & Kent jumped in and modified the linkage to make sure the carb worked correctly. I gained 5.83 horsepower, not a big jump, but it nets out to a 13% increase overall. The difference driving home was noticeable on the hills and the engine was a lot smoother driving and shifting.

Steve Peak After finally making it to Topeka after 2 rounds of weather we got the 1966 TR4A on the dyno. Knowing that the Stromberg CD 175's were running rich it produced Max Power = 85.77 and Max Torque = 111.00. Timing was good so we leaned out the carbs a lot and only got slightly better results. We opened up the carbs and inspected the metering needles. Since these were Stromberg and not SU's they did not have needles for replacements to test. SU rods were significantly longer and would not work. We did adjust the seating of the metering needle in the air valve, thus dropping the needle and creating the low end taper to be greater and leaning out the mixture a bit. This produced a run of Max Power = 88.88 and Max Torque = 115.90. The next option will be to get a different set of metering needles and test again.



Roger Elliott The dyno shows power at the rear wheels, whereas most of the specifications for our cars will show brake horsepower (bhp). Brake horsepower is measured at the flywheel without the drive train and accessories. As I understand it, the bhp will be about 15% higher than the rear wheel horsepower due to drive train losses. The initial pull on the dyno for my Spitfire showed that I had 52.40 maximum horsepower and 74.44 maximum torque. This wasn't bad as the U.S. 1980 Spitfire was rated at 53 bhp and 69 torque. The figures for my car converted to bhp would be 60.26 horsepower and 85 torque. My engine has been modified so I was expecting higher than stock numbers. I have dual SUs, free flow exhaust, higher compression and a few other changes that should increase the power of the engine.



Jesse and Kent did quite a bit to the Spitfire. They made an adjustment to the linkage so that the carbs were engaging at the same time. Four different needle sets were tried, before deciding on which was best. The jets were adjusted. Kent told me that I should be using ATF or 10 weight oil instead of the Solex damper oil I was using. Yes, I know I don't have Solex carbs, but it was provided at one of the car shows I have attended and I figured it would be the same as SU carb oil. And it may be, Kent told me SU carb oil is too thick as well.

After several pulls my car finished up with 72.51 horsepower and 81.77 torque. That is almost a 40% in gain for horsepower. The torque was about a 9% gain. That does not tell the whole story though. Originally, the torque started high and gradually dropped off. At the end, the torque was pretty flat through the whole range. The air filters were off for the pull above due to working on the jets. When the air filters were put back on, the horsepower dropped to 36. So, I was told to lose the filters. I will have to do some research to see what I can replace them with. A point of note, the air filters by themselves can't be blamed as Bob Aguilar had the same filters on his car and they only made about a two horsepower difference. Kent recommended getting short carb stacks for cars and air filters that can fit them in. He indicated that they are probably good for about a three horsepower gain as they smooth the air flow into the carbs. My car was set to about 29 BTDC, which is not as far advanced as the 32 (I think) they would like. Kent said mine was on the verge of dieseling, so he left it as it was.

I was given three tasks to complete for my car.

- 1) Get a better air filter – Kent said stock is a fine way to go.
- 2) Adjust the floats as they are too high.
- 3) Put lock washers on the suction chamber screws.

Setting the float level.

When I told Kent I was very careful about setting the floats at 3/16 as indicated in the manual, he said that is okay as a starting place, but it is not the way to set it correctly.

He said to adjust the float do these steps:

1. Remove the suction chamber.
2. Remove the air piston.
3. Puff into the jet.
4. The fuel level should go down then rebound to about 3/16 below the top of the jet.
5. If it is at that level you are good. If not continue

Prather Dyno Day—Cont.

6. Clamp the fuel line to prevent fuel from spurting out.
7. take off the fuel bowl lid and adjust the float to raise or lower the level of the fuel.
8. Remove some of the fuel so you can get a new measurement.
9. Replace the fuel bowl lid.
10. Remove fuel line clamp.
11. If you have an electric fuel pump, turn on the ignition so the bowls refill. If you have a mechanical pump, you will need to start the engine to refill the bowls.
12. Check the level again as in step 3 and repeat until the level is correct.

The above steps will be easier on SU carbs with separate fuel bowls or Stromberg carbs.



Bob Aguilar Steve Vehlewald, Steve Peak and I arrived late as we waited out the storms in the morning. I was last on the dyno that day. Jess Prather did about 3 or 4 runs with my car. I was thinking and they (Jess and his dad) were too that they would make a significant improvement by removing my pancake air filters as they had on another club member's car. But no noticeable improvement there. Then they adjust the carbs to be a little richer and my max power increased about 5 HP and the max torque about .15 ft-lbs. So, I guess I was already pretty well tuned as the small increase in fuel/air ratio gained only a little. The experience at Jess's was fun and it was good to see what kind of power my car was putting out. On the drive home, the car performed well and I was happy to have done the dyno tune.



Heartland All British Car & Cycle Meet, Sept. 1

By Warren Wood

British car enthusiasts around the Midwest enjoyed another excellent installment of the annual Heartland All British Car & Cycle Meet on Sunday, Sept. 1. (No cycles entered this year.) Held for a second year at the Merriam Marketplace venue in the 5700 block of Merriam Drive, this year's show again offered scenic surroundings, a spacious display area, a large canopy lounging facility, and the all-important food truck. And the weather was great, too, with cloudy skies making for comfortable temperatures much of the day, topped off by sunny conditions toward the end.

Meet organizer Kris Gamble reported that 63 British cars pre-registered and another 39 registered on the day of the meet for a total of 102. Twenty-nine Triumphs participated including six TR3s, four TR4s/4As, two TR250s, eight TR6s, seven Spitfires, one GT6, and one Herald, but no TR7s or 8s. A list of Participants' Choice winners in the Triumph classes and a number of photos from the meet may be found nearby. Oh, and club member Steve Olson also was a first place winner but this year for his MG Midget, not his TR8.

Mark Gillissen set up a KC Triumphs Club table under the canopy and arranged for club members to man the table in half-hour shifts to offer information about the club to passers-by. We were pleased to have five new members join as a result of this effort: Jack and Fran Curry ('66 Spitfire), Shannon and Paula Dunn ('67 Triumph Herald), and Jessie Van DerVyver ('79 Spitfire).

For more extensive coverage, including a complete list of winners in all classes and a multitude of additional photos, see the show's web page at: <https://heartlandallbritish.com/index.html>.

Congratulations to all the winners and thanks to everyone who helped in preparing for and carrying off this event.



TR Car Class	1st Place	2nd Place	3rd Place
TR2, TR3	Larry Taylor	Mark Meyer	Wayne Miles
TR4, TR4A, TR250	Steve Peak	Pat Fischer	Ron Denning
TR6	David Mackintosh	Jim Nye	Warren Wood
Spitfire, GT6	Doug Eble	Will Burke	Jack Curry
Brit. Sport (Herald)	Shannon Dunn		

Heartland All Brit—Cont.



Van Davison



Jim Nye



Ed Curry



Roger Elliott



Pat Fisher



Steve Vehlewald



Tom Spornitz



Shannon Dunn

Heartland All Brit—Cont.



Warren Wood



Greg Schoenhals



Jeff Taylor & Sons



Steve Peak



Mark Meyer



Mark McCracken



Keith Jordan



Rodger Suchman

Heartland All Brit—Cont.



Lake Garnett Grand Prix Revival



2019

Lake Garnett is an old historic “Ghost Track” at Garnett, KS that held famous SCCA races from 1959 to 1972. Many of the sports car greats raced there: Dave McDonald, Don Yenko, Ken Miles, Jack Hinkle, Jim Hall, Bob Johnson, Bob Aylward, Toly Arutunoff and KC legends Bob Hindson, Tom Newcomer, Grace Harris, Joe Egle and Woody Woodward.

I never had the opportunity to see the races at Lake Garnett in the old days, but now I have the opportunity to actually run my 1949 MG TC on the very same road course as legends of sports car racing did. For me it is an honor and a thrill to run my MG in their dust at Lake Garnett.

Would you like to join me in the Historic Group H for the older and slower sports cars? Go the www.LGGPR.org and look for Registration.

The Historic Class is for older and slower sports cars, plus cars of historic interest.

These are street legal sports cars made around 1960 or older that could have been raced at Lake Garnett.

The maximum speed on the track for Class H is 50 mph.

Drivers may pass with care in the 2 designated Passing Zones.

We will run for 20 minutes at noon on Saturday and Sunday. You may do either or both days.

This is not a race. This is a fun run. The “Winners” will be all who participate. You will receive an official Lake Garnett Grand Prix Revival dash plaque.

Registration is still open at www.LGGPR.org.

Questions? Russ@VALOMILK.com

Russ Sifers

Hard Top Storage

By Steve Vehlewald



I have been searching for a quick and secure way to store my hardtop, other than on the car which I had done for the last 2 years. At my old home I hung the hard top over the car with some homemade brackets and wood with ropes and pulleys. The idea was I could do this removal by myself, which worked wonderfully, but every time I parked under the suspended hard top I would look up and wonder if I got the screw eyes centered in the rafter or if the rope would hold. I had always feared some morning I would come out to see the hard top crashed down on the car.

At the new house I have been thinking where to store the hardtop and had been thinking about the above car storage again. The out building was the obvious choice for storage but now what if one of the kids or now grand kids would think it would be fun to unwind papa's rope. Further I still cannot see the rafters due to drywall ceilings, so the nagging worry of some unforeseen calamity, plus the old rope rig is now 5 years older....

I started to Google ideas and found these nifty hardtop racks on wheels from various places. However, the prices were not to my liking. The prices ranged from \$120 on up and I still was

uncomfortable if it would work. I found a wood rack that was equally nice but in the same price range. The more I looked at these racks online I realized I could make one out of wood for much less than their prices.

One of the seller's web sites was kind enough to list the general width, depth and height in millimeters, so I was in business and compared the new-found dimensions to my hard top. I made a materials list and on my next trip to Harbor Freight and Home Depot picked up the materials needed.



Rechecking measurements again I cut and assembled the cart shown in the pictures in less than an hour at a cost of just under \$35.00. I now have a very secure place to store the top and not have to worry about ropes etc. I do need someone to help take the roof off and on, but the peace of mind is worth it.



2019 Mill Creek Hill Climb Challenge

By Russ Sifers

Last year's Mill Creek Hill Climb Challenge was fun and we had a good turn out. We had a MG TA, MG TC, MG TD, MG Midget, original Mini Cooper and a Triumph TR4 make it to the top of the hill and back down.

This year we will have our annual hill climb on **November 2**. We are looking at a different route that still will be challenging and we will again include the MG and Triumph clubs.



Bob & Jane Gilmore's Final Pig Roast

By Paul Mc Bride



For Thirty+ years The Gilmore's have invited car and race enthusiasts to bring their toys to their front yard to show and tell, eat great BBQ Pig, consume strong drink and brag about their auto related exploits. Margaret & I and other KC Triumph members have enjoyed this fall event but this is the last one so I have a wrap-up and some photos.

Mark McCracken brought his sharp TR6; *Woody Underwood and Holly Ross* had their red BMW and we our TR3. Woody & Holly had an interesting time at the Indy Car Race in Iowa as strong storms delayed the start of the race to near midnight.

Former KC Triumph newsletter editors *Ricci & Maurice Ballesteros* were very concerned about Ricci's nephew, Juan Manuel

Correa an American Formula 2 driver who was seriously injured August 31st in a fatal two car crash at the Spa, Belgium. Twenty-two year old Juan has progressed from go-carts to Formula 2 and has recently passed the test for Formula 1 and many are hoping he will be the next American driver.



It was good to see *Mark Short* (Jaguar & Austin Healy clubs) an old friend who was on the committee for the first Kansas City All British Car Meet in 1982. He has a fabulous collection of cars.

Bob Gilmore has owned and restored a Lotus Europa which he sold for a good profit to someone in Japan. He has been restoring his black Jaguar XKE. It's looking fantastic sitting on the lift in the garage. When he's done it may be too expensive to drive.

The final Pig Roast was very well attended with cars filling the yard and down the street on both sides. They always had tents, tables and chairs set up in the backyard (quite a lot of work) so I'm fairly certain they are now happy to put an end to the Fabulous Pig Roast!



Colorado Conclave

By Roget Elliot



This year instead of going to the Brits in the Ozarks show, we decided to go to the Colorado Conclave in Arvada, Colorado just west of Denver. Steve and Carol Olson have been to it before and were going again this year. We thought it would be a good excuse to go to Colorado and do some hiking. Cecil Wise also decided to make the trip.

We all traveled separately and had various types of trouble, but we all made it there and back safely. We met at the destination and swapped adventure stories of the road.

The Colorado Conclave has been going on since 1984 and has had 500 cars show up.

This year I would guess there were 350 – 400 cars. They ranged from the usual suspects, MGs, Triumphs, Land Rovers, Jaguars, Minis, Austin Healey and Lotus. Cars we don't normally see included Aston Martin, Wolseley, Ford Zodiac, Rolls Royce, Citroen 2CV (it was a right hand drive model), Peerless and Jenson Healey.

On Saturday morning they have a drive you can do following directions and answering questions about things you see on the drive. The drive went through some really pretty country side. I heard local (multiple year) attendees say that they did not know some of the roads were out there that close to town. We tried to answer the questions, but did not turn in the sheet. We decided after missing all four questions in one segment of the drive, we didn't have a chance anyway.

Near the end of the show we moved under the Triumph club tent to get out of the sun. One of the members started asking about what we were doing next. He ended up telling us about roads to take to Salida, CO, and hikes we could take.

We missed the awards ceremony, but fortunately, Carol Olson heard it going on and went down to see what was going on. Turns out Steve and Carol won first place in the TR7- TR8 class. And Pat won second in the TR4 – TR250 class.

We had so many people there comment on the car, much more so than in Kansas City.



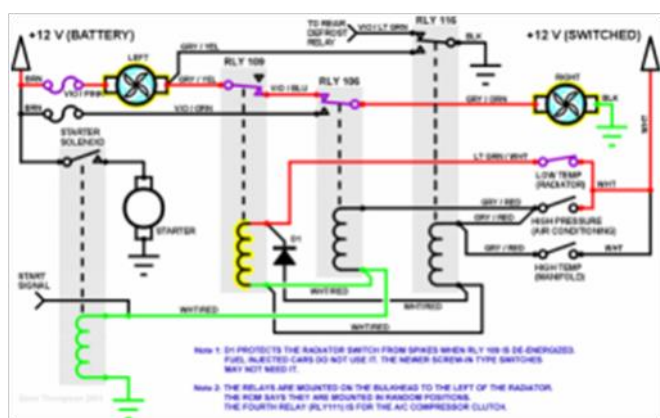
Colorado Conclave—Cont.



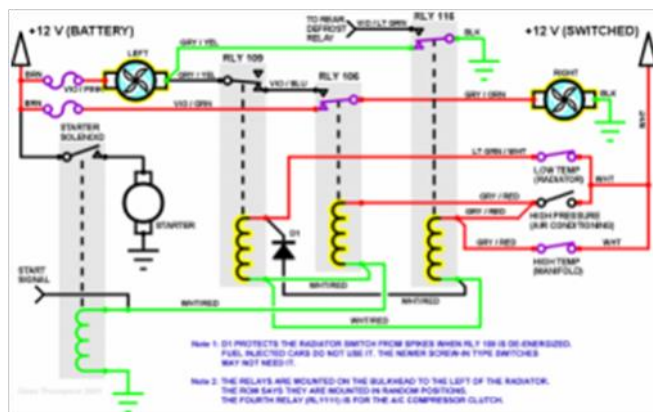
WEDGE WORDS

By Steve Olsen

Our old British cars are simple machines that are easy to work on. But the wedge cars are less simple especially electrically. They have a lot more wires and more modern multi connectors. And there are 12 fuses which is 3 or 4 times as many as earlier Triumphs. And the fuse panel is “conveniently” located in the back of the deep glove box behind a cover. So even after emptying all the stuff that seems to collect in the glove box and unscrewing the cover you can see the fuses or touch the fuses but can’t really do both at the same time. I learned all about this when the radiator fans ceased to function on our way to the Colorado Conclave show near Denver. And the fans are an interestingly complex arrangement that is quite nifty when it works. It comprises 2 fans, 2 fused circuits, 2 temperature sensors, 4 relays, and gobs of multi-colored wires and several connectors. All this complexity minimizes electrical draw and thus reduces the engine power consumption of the alternator. This wiring diagram of just the fans gives a clue as to how complex things are.



Low speed - There is a diode added "backwards" across one of the relay coils. It prevents the high voltage spike that is generated when a coil is de-energized. The older clip-in style radiator switch may need it to be properly protected.



High speed - The thermostatic switch screwed into the intake manifold closes at 226°F (108°C). Relays 10 and 13 pull in, placing the fan motors in parallel for high speed operation. High speed will also be initiated if the pressure in the air conditioning system rises high enough. The high speed circuit will operate properly even if the low temp thermostatic switch or Relay 11 is broken.

Wedge Works—Cont.

So when the fuse to the left fan ceases to supply power the whole system is dead until the high speed is needed the right fan will still run though at that point it is not nearly enough to cool the engine. But in my case none of my fuses were blown. Somewhere along the line the big fat purple wire with pink tracer supplying power to the left fan had an open circuit. And that wire is wrapped inside a loom takes a circuitous path partly under the car and through the firewall from the fan to the fuses. After a couple days on the road I finally gave up and created a work around. I bought an in-line fuse and some wire and ran it from the hot brown wire at the alternator directly to the left fan. That resolved the problem at least till I could get home and find the open connector or broken wire. Thankfully I had the shop manual and wiring diagrams with me. I never leave home without that reference in the boot. So enjoy your simple cars even if they sometimes seem a bit on the crude side.

PS Turned out the fuse clip was failing to make contact with one end of the fuse. Don't ask me how many hours it took me to finally discover that. I would have been upset that I did not find this much sooner but I was just elated and relieved to eventually find and resolve the problem.



Liege-Brescia-Leige Rally Upcoming Coverage



Member Jeff Givens and his son Jeffery (affectionately referred to by the other participants as "the Jeffs from Kansas"), traveled to Europe last July, along with Jeff's 1959 TR3A, to participate in the 11-day Liege-Brescia-Leige Rally just for Triumphs.



At the Sept. 5 Club Night Out, Jeff gave us a slide show presentation on that exciting adventure. Here are some photos of Jeff's presentation. Jeff will give you all the details in a future newsletter.



NAME THE LBC



Hint: A TR with an exotic name



August's LBC was an Ascari A10 prototype planned for production in Banbury, England but never produced.

Club Dues

We are now accepting renewal of annual dues for 2020. Club dues are \$20 and can be paid by cash, check or via PayPal. Visit the club's website, KansasCityTriumphs.com and navigate to "Join". At a minimum please include your name and email address. Use the website to pay via PayPal or mail your payment to:

Mark Gillissen
KCTSCC Treasurer
9131 Darnell St
Lenexa, KS 66215

An email confirmation will be sent when your dues are received.

If you are unsure of whether you have paid your dues or not for 2020, email me, m.gillissen@prodigy.net and I will respond promptly.

Dues for 2020 are due on January 1, 2020.

WELCOME NEW MEMBERS

James Guglielmino
1961 Triumph TR3A
1964 Triumph TR4
1980 Triumph TR7

Jack & Fran Curry
1966 Triumph Spitfire

Shannon & Paula Dunn
1967 Triumph Herald

Jessie Van DerVyver
1979 Triumph Spitfire



Find us on:
facebook®

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

Club Board Meeting Notes

By Warren Wood, Secretary

The Club's Board of Officers meets monthly to take care of the "business" of running the Club and to plan future events and activities. Here is a brief summary of the main topics considered by the Board at its last two monthly meetings. The Board always reviews and approves the monthly Treasurer's reports and plans for upcoming events, but unless there was something unusual, those reports won't be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of Aug. 20, 2019:

Continued a prior discussion about amending the By-Laws to change the Club's Annual Meeting date from January to December so that newly-elected officers would have time to prepare for the annual Event Planning Meeting held in January. -- Considered possible alternative locations for the annual Holiday Dinner and decided to remain at the Shawnee Hereford House. -- Received reports on corrections to some minor problems with the Club's web site and a correction to the Club's contact information on The Roadster Factory's web site.

Board Meeting of Sept. 17, 2019:

Approved proposed wording changes to the By-Laws so that the Annual Meeting would occur in December instead of in January. Next the amendment will be presented for a vote by the full Club membership. To avoid confusion, this vote will occur after the upcoming January Annual Meeting. -- Discussed a possible change of venue for the Summer Picnic from Shawnee Mission Park to Black Hoof Park in Lenexa, and compared the features of both. -- Agreed on December 12 as the date of this year's Holiday Dinner at the Shawnee Hereford House.

JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sport cars. We are a social club of approximately 100 enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, group email and technical sessions giving you many opportunities to enjoy your Triumph and other little British sport cars. We publish a bimonthly newsletter sent to all members. All members receive a 10% discount from Victoria British. Don't worry if you don't currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiasts and other British sports car owners.

To join or renew, complete the application and mail with a \$20 check (\$25 for paper copy of newsletter) to:

Mark Gillissen, Treasurer
9131 Darnell Street
Lenexa, KS 66215
913-888-4565

NEW MEMBER APPLICATION

New: _____ Renewal: _____

Name: _____

Spouse: _____

Address: _____

City, St, Zip: _____

Phone: _____

Email: _____

Car(s) Information:

<u>Make</u>	<u>Model</u>	<u>Year</u>	<u>Vin#</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

2019 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

<u>OCTOBER</u>	
10/2	KACTUS CREEK CROQUET - PARKVILLE, MO
10/3 - 6	6-PACK GATEWAY TRIALS - ST. LOUIS
10/5	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
10/6 - 11	VTR NATIONAL - DRIPPING SPRINGS, TX
10/6	LAWRENCE CAR SHOW - LAWRENCE, KS
10/11 - 13	LAKE GARNETT TRACK EVENT & CAR SHOW
10/13	GARNETT TRACK DAY PICNIC (MG)(PENDING)
10/15	OFFICERS MEETING, 6:00 PM
10/19	FALL FOLIAGE RUN (MG & LC INVITED)
10/26 - 27	FAT RUN (MG Fall Alternative Tour)
<u>NOVEMBER</u>	
11/2	MILL CREEK HILL CLIMB (MG)
11/7	CLUB NIGHT OUT, PEGAH'S 6:00 PM
11/9	PONY EXPRESS/JESSEE JAMES, ST JOSEPH, MO (LC)
11/9	CHILI SUPPER
11/19	OFFICERS MEETING, 6:00 PM
<u>DECEMBER</u>	
12/12	HOLIDAY PARTY
12/17	OFFICERS MEETING, 6:00 PM
<u>JANUARY</u>	
1/2	CLUB NIGHT OUT, PEGAH'S 6:00 PM
1/18	ANNUAL PLANNING DINNER
1/21	OFFICERS MEETING, 6:00 PM

PEGAH'S RESTAURANT, 12122 W 87th ST, LENEXA KS

EVENTS IN BOLD PRINT ARE SPONSORED BY THE KANSAS CITY TRIUMPH SPORTS CAR CLUB

ITALICIZED EVENTS ARE CAR SHOWS SPONSORED BY OTHERS - NO EVITE WILL BE SENT

(MG) - EVENTS PLANNED AND SPONSORED BY THE MG CLUB FOR WHICH WE HAVE BEEN INVITED

(LC) - EVENTS PLANNED AND SPONSORED BY THE LAWRENCE ALL BRITISH CAR CLUB FOR WHICH WE HAVE BEEN INVITED



III
Triumph TR2 Sports
Length 3 $\frac{3}{8}$ "

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drfrasiermeyerdc@gmail.com

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Gary Gumminger • 12804 Locust St • KCMO • 64145 • gummball1@gmail.com

Travel Plus!

Alice Carroll
Travel Consultant
913-381-5350
alicecarroll@kc.rr.com



Planning for a Triumphant Trip

The Vintage Triumph Register

was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

Or go to the Vintage
Triumph Register
website, www.vtr.org,

for additional information and a membership application.



"This tool gives the classic car owner the freedom to go to virtually any tyre centre/garage and accurately have your wheels balanced. The set has the three most commonly used spindle sizes on dynamic balancing: 36mm, 38mm, and 40mm. It has cup sizes to fit 42mm (MG, Triumph, AH) and 52mm (Jaguar) centre lock wheels."

Rental Fee: \$20.00
(per car or set of wheels)
with 50% of proceeds going to
KCTSCC

Call, text or email Gary Gumminger @
816-210-8970 or gummball1@gmail.com

EVOLUTION

TRIUMPH TR4 • TR6 1961 - 1978



1961-1965



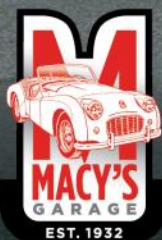
1966-1969



1969-1978

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PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018

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



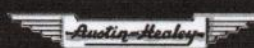
VictoriaBritish.com

(800) 255-0088

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SUNBEAM



Classified Advertising

1973 Triumph TR6

- 1973 model – Trapezoid blinkers; low bumper
- British Racing Green (BRG), black-out rear fascia
- Frame-up restoration completed in 2016-17
- Total engine, transmission, suspension, and hydraulic rebuild
- Solid body including floor pans, rocker panels, fenders, fascias, and inner sills, no rust anywhere
- Recent top in good shape clear zip-out, no tears or holes.
- Recent biscuit interior including crash pads, dash cover, and seats. Re-finished original wood dash
- All gauges work, glove box locks and has keys, under dash lights work etc
- New wheels and tires with extended warrantee
- Located in Overland Park, KS
- A treat to drive, but I am getting too old to do so.
- Asking \$26,950
- Contact Michael at (913) 909.9408



1975 Triumph TR6

- 6,000 miles since body off frame restoration.
- Asking \$18,000.00
- Contact Ron Denning 816-587-8815, rdenning@kc.rr.com

Classified Advertising

1962 Triumph TR4

- Early "white dash" car registered as a 1962
- Signal red with black interior and wire wheels
- Frame-off restoration completed in 2005
- Total engine, transmission and hydraulic rebuild
- Solid body with new floor pans, rocker panels and inner sills
- New interior including dash, crash pads and leather seats
- New Top and tires
- Located in Leawood, KS
- Asking \$18,000
- Contact Jeff at jeffreystockwood@gmail or 816-506-1509



1972 Spitfire Mark IV

Work done in last 17 months: New convertible top, rebuilt transmission and new clutch, new rear leaf spring and shocks front/rear, new muffler/tailpipe, rebuilt both seats with new foam, new carpet, new fuel gauge, u-joints, battery, radio and speakers, floor mats, fuel pump and seat belts.

Comes with a hard top and two extra boot covers. Receipts totaling \$3,500 from Victoria British will be provided. All dash lights, turn signals, gauges and heater are operational. Clear title. Car is completely tuned and well maintained. Moving and must sell. Call or text anytime. 913-207-9230. \$6,000 Firm.



Classified Advertising

1978 Triumph Spitfire 1500

- Maintained and upgraded by KC Triumph Club members since 2006
- Complete records back to 1996 documenting \$26k in parts and labor
- Never any rust or bodywork
- All new tires 2 years ago
- New Robbins Top and Tourneau cover
- Phone 913 469-4306 (leave message) or email bhaefner@gmail.com
- The car is in Olathe, KS and can be inspected indoors
- **Price reduced to \$16,900**
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157678806867638>



1951 MG TD

- Well maintained driver. Build date February 13, 1951.
- Odometer has been reset during a 1983-1988 frame off rebuild.
- Complete records of rebuild and major expenses since 1988
- Current mileage on odometer; 12,618.
- Replacement of wood and metal in 1983-88 were stock - MG TD parts.
- Car places well in local shows.
- Only driven 321 miles since June of 2015.
- Includes original owner's manual, shop manual, Whitworth wrenches and original jack
- Paint in fantastic shape for the 32 years since car rebuild
- Top is old but serviceable, Side Curtains are in very good condition.
- Prior owner invested \$15,000 in car
- **Price reduced to \$16,900**
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/7215770599208901>



1979 MGB, MK IV Convertible

- Two-tone Brooklands Green over Frost Green.
- Honey Tan top and interior
- Never rusted California car
- Stainless exhaust
- Compression 140 all four cylinders
- Extra chrome engine dress up, all stainless flex lines (fuel brakes and clutch)
- New and upgraded parts too numerous to list
- Displayed often at the Kansas City Auto Museum
- New battery 6/29/2015
- Odometer 36,746 only driven 128 miles last five years
- **Price reduced to \$8500**
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com.
- Additional photos at <https://www.flickr.com/photos/carlylehold/albums/72157703603213851>

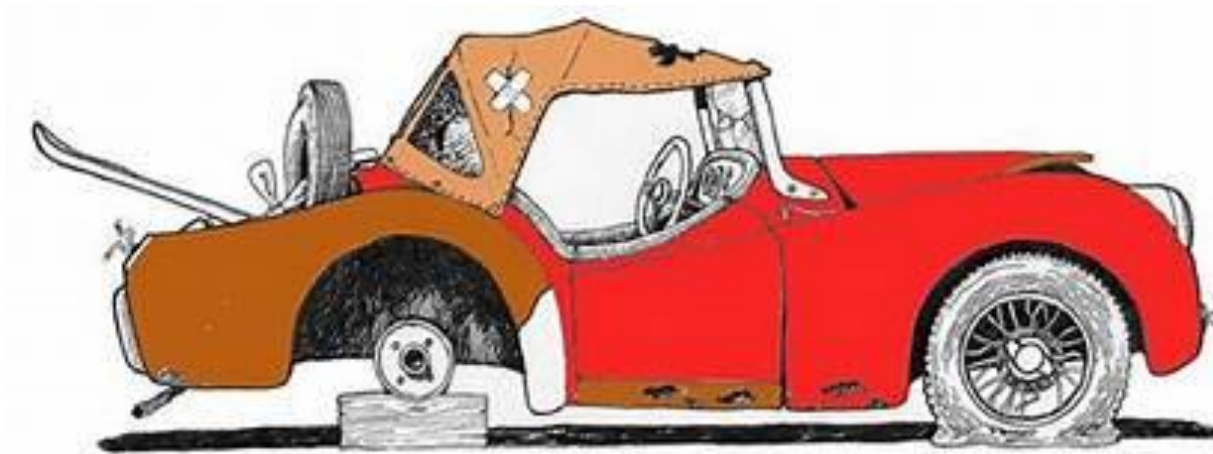


Classified Advertising



1993 Custom Limousine

- For those occasions when you need more than a two-seater but still want a little car.
- Not British but International!
- 93 Ford Festiva limo project.
- About 90% complete (optimistic).
- A/C car (in January).
- Clear title, inspected, licensed, and insured. All legal (on Mars).
- New exhaust (from Home Depot).
- A lot of extra parts to go with it. Too numerous to list. (code for “clean out my garage”).





Lawrence Region AACA

47th Annual

Antique & Classic Car Show

Sunday, October 6, 2019

Douglas Co. 4-H Fairgrounds

This Year Featuring all Chevrolets 1955 to 1957

VEHICLES MUST BE 30 YEARS OR OLDER TO RECEIVE AWARDS

CLASSES & AWARDS

Club Participation 1st place - \$50.00; 2nd place - \$30.00

Long distance travel – driven to show – cash award of \$15.00

Class A - Automobilla display; Metal toy car

Class B – Trucks – 1st & 2nd Place (stock & modified)

Class C – Feature Make Vehicles – 1st & 2nd Place (stock & modified)

Class D – Passenger Car 1943 & Earlier – 1st & 2nd Place (stock & modified)

Class E – Passenger Car 1945 – 1954 – 1st & 2nd Place (stock & modified)

Class F – Passenger Car 1955 – 1964 – 1st & 2nd Place (stock & modified)

Class G – Passenger Car 1965 – 1974 – 1st & 2nd Place (stock & modified)

Class H – Passenger Car 1975 – 1989 – 1st & 2nd Place (stock & modified)

Class J – Foreign Vehicles 1989 & Earlier – 1st & 2nd Place

People's Choice (most overall votes) award best of show 2 awards:

Domestic & Foreign

Ribbons and dash plaques to the first 150 cars SPECIAL DISPLAY; antique toys, model cars, auto related items

All vehicles must carry liability insurance, name of carrier on registration form.

SPONSORED BY THE LAWRENCE REGION OF THE AACA CLUB

For Information: 785-594-6408 or Lawrenceaaca@aol.com

Registration begins at 9:00 A.M. at BUILDING 21:

CARS DISPLAY IN PAVILION ARENA (outside if nice weather)

Trophy presentation 2:00 P.M. : FREE, Donations will be accepted