



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 42—Number 1 February 2020

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UPCOMING EVENTS

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| 2/10 | Drive Your Triumph Day |
| 2/29 | Detailing Clinic |
| 4/4 | Spring Tune-up Day |
| 4/30 | VTR Regional in Oklahoma |

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Directors Drippings Yearning for Spring

By Steve Vehlewald, Director



I don't know about you, but I am ready for warmer weather, consistent sunlight, and no more ice and snow. I refuse to get the cars out and drive in the cold and salty roads with the massive potholes that pop up like the mole hills in my backyard.

The last day I got the car out was New Year's Day for some gas and little side trip circuit to get the car exercised. Thankfully it had rained and washed the salt off the streets, and I managed to miss the potholes. The overdrive decided it was too cold but eventually cooperated and kicked in smoothly. The sun was warm, and so was the heater, but I had the top up, I am not ready for the top down in January, after all it was only 55 degrees. The engine was running great thanks to the Dyno Tune last summer and I really wanted to drive more but I had other cars that needed to be driven or started. Hopefully the ground hog will give us a favorable result and we can be done with winter, I know I am.

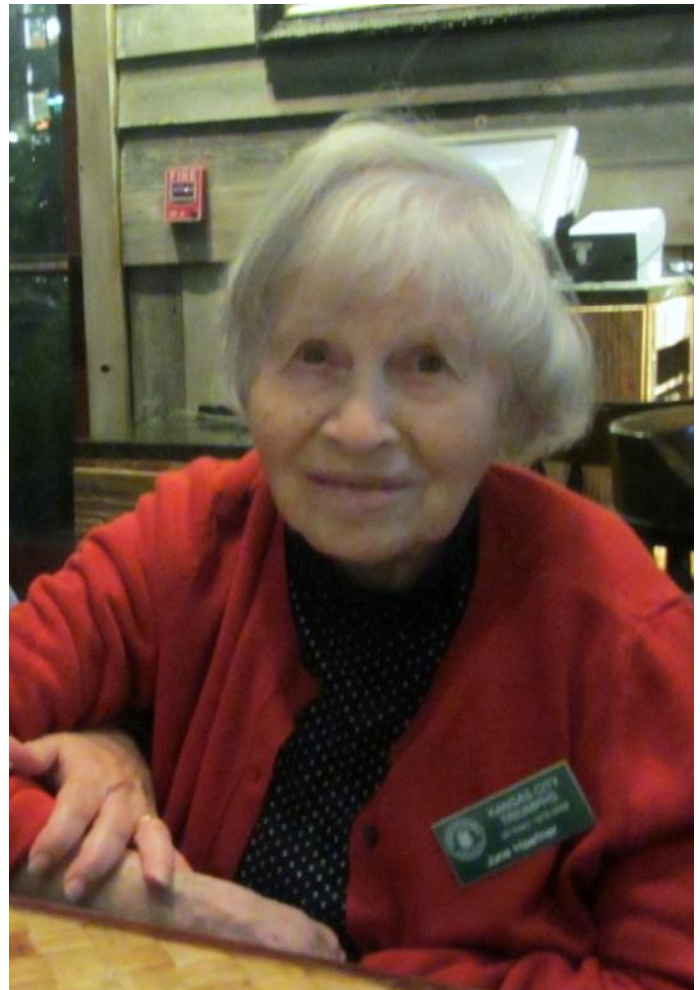
The recent planning meeting at Larry Taylor's home brought some interesting ideas, and some new trip opportunities, consistent with the clubs "drive and dine" theme. One of the first driving opportunities will be the Drive Your British Car Day on February 10. During the planning I was sad to learn that the early spring favorite, the annual "Chicken Run" to Olpe, KS was not being held by the Wichita British club as they had done for many years. Warren Wood stepped up to possibly keep the trip alive, as of this writing he was trying to organize the event. Hopefully this will happen. I have missed the trip for the last two years because of work, I hope the dates cooperate with my work travel schedule. Olpe has always been one of my favorite trips.

Again this year we will have plenty of opportunities for drive and dine events, I hope you can take advantage of the fun and if you get a change and the roads are clean and dry go for a drive, it is great fun even if you have the top up!



In Memory of Kim and June

On the same night this past December, two members passed away. Kim Aguilar, wife of Bob Aguilar and June Haefner wife of Bob Haefner, mother of Jayne Vehlewald died from long time illnesses. We deeply mourn and will miss our dear friends.



Drive Your Triumph Day, February 10, 2020.

Rye Livingston with the Triumph Travelers Sports Car Club in Northern California is once again encouraging Triumph car owners to drive their Triumphs on February 10th in honor of Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. This celebratory drive has been building momentum every year. For 2019 he received 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and of course all over the USA. This year is going to be a bit more of a challenge as February 10th falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day and only submit photos only taken on Monday, February 10th, 2020. If you still work for a living, take your Triumph to work and pop-out for a quick mid-day photo session.



The plan is to meet at the Kansas City Automotive Museum, 15095 W 116th St. in Olathe, KS (just off of Strang Line Rd.) at 11:30 for individual and group photos of our cars and drivers, then travel a short distance to the Granite City restaurant on the SE corner of 119th and BlackBob Rd. for lunch. As with last year, Plan B for our lousy Mid-West weather is to take a photo of your car peeking out of the garage into a howling storm. Have fun with it, and participate.

Annual Dues

Just a reminder, the club's annual dues for 2020 should have been paid by December 31, 2019. The annual dues are \$20 (\$25 if you want a printed copy of the newsletter mailed to you) and can be paid in person at the Club Night Out or by mailing a check made out to Kansas City Triumphs SCC.

Mail to:
Mark Gillissen
KC Triumphs
9131 Darnell St
Lenexa, KS 66215

Payment can also be made through the club's website, kansascitytriumphs.com. Select the join tab, fill out the form and select "I want to pay my dues with PayPal". You will be redirected to PayPal for payment.



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

Holiday Dinner

By Ed Curry

A Triumphant time was had by all attending this years Holiday Dinner on December 12th. Once again Shawnee Hereford House proved to be an excellent venue. This year we enjoyed a more comfortable private dinning room. Also new this year, the club subsidized the cost. That may be why Twin Medallions was by far the most popular selection among the six entre choice. That's always the best option in Kansas City's premier steak restaurant!

Special thanks to our fearless Director, Steve Vehlewald for again organizing the event and Warren Wood, Secretary/CCP (Chief Club Photog) for his excellent photography.



Steve & Kim Peak



Brock & Linda Hanson



Linda & Greg Schoenhals



Kim & Craig Simon

Holiday Dinner (Cont.)



Deborah & Keith Jordan

Kenny & Marie Wymore
(Marie is camera shy)Jeff Givens, Chip Kigar & Pam Fesler
(Something strange must be under the table)

Paul McBride, Bob McBean



Judy & Mark Gillissen



Dave & Robin Mackintosh

Holiday Dinner (Cont.)



Margaret & Pat Barrett



Steve & Jayne Vehlewald



Marilyn McBean, Larry Taylor



Diane Paoletti, Steve & Carol Olson, Margaret McBride



Ben McBride, Sam & Wanda Taylor



Pam Gardner & Russ Sifers

Driving for Kids 2019

By Susan and Ron Ray

Driving for Kids—The Roundup River Ranch Camp Experience On September 21, 2019, kids with serious illnesses enjoyed a very unique and enjoyable experience when 16 Driving for Kids British cars pulled into Roundup River Ranch. With great enthusiasm, children ranging in age from preschool to young teens raced from car-to-car, sitting in the driver's seat, honking what barely qualified as a horn, grabbing the steering wheel, stretching their necks to peer through the windscreen, and asking lots of "What's that?" questions. It was Family Weekend at camp for these children, their siblings, and parents – a time for kids to be kids and have some fun!



Kids and cars at Roundup River Ranch



Camper at wheel of 1964 ERA Cobra Replica



Campers in our 1959 Austin-Healey 3000 (BT7)

Roundup River Ranch serves children ages 17 and under. Operational since 2011, Roundup River Ranch is part of a network of camps (currently 30) originally founded by Paul Newman for children with serious illnesses (e.g. heart disease, organ transplants, cancer and many others). Roundup River Ranch has onsite physicians and nurses to care for the children. However, all activities, including a really high zipline, are fully accessible, even to kids in wheelchairs. Every activity must be fully accessible or it won't be offered. Here is a link to the camp Facebook page to see the kids in action: <https://www.facebook.com/roundupriverranch/> This year, Driving for Kids raised \$60,733.00 for the camp, thanks to generous gifts from friends, families, and colleagues. Our Healey Wings Team raised \$1,370.00, ranking us number 11 of the 17 teams. However, we had 22 donors, the highest number of individual givers of any team, demonstrating how much you cared about kids at a camp far from your homes. Thank you!

Drive Away Cancer – Our Inspiration To backtrack and give a little history behind our involvement in Driving for Kids, we need to mention Drive Away Cancer. Drive Away Cancer was an effort started by John Nikas, a friend of a cancer patient in California to inspire his buddy to keep fighting. John's original mission was to drive a 1953 Austin-Healey 100, now named Grace, cross-country from California to Florida and back, to prove that if an old, decaying, oil-leaking, oil-burning British sports car could survive the journey, then no matter the hardships, it was important to keep going.

What happened along the way was totally unexpected, with Grace encountering kids and adults with cancer who wanted to ride in her and write their names on her to signify they were part of the community battling cancer, or to write the name of a loved one who had survived the disease or died from it. These encounters provided a brief moment of fun, and helped people across the country express their connection to each other and mutual support. Ron helped organize some drives and signing events in Kansas City when Grace came through town in 2012. Although Grace is now retired, we have heard that pockets of people in different states continue the mission. (Here is a link to the Drive Away Cancer website, but their Facebook page link found on that page offers more recent activity: <http://www.driveawaycancernow.org/>).

When Ron heard about Driving for Kids earlier this year, he jumped at the chance to be part of this effort to offer kids with serious illnesses some fun and support. Each team committed to raising funds for Roundup River Ranch and taking their car to the camp for an afternoon with the kids.

The Driving Experience Our trip began on Friday morning, September 20, 2019 at 7:00 am, when we left our home in Kansas City, Missouri, heading to Ron's sister's home in Aurora, Colorado. Although unusual for us, we elected to drive an interstate (I-70), and even more unusual, we had the top up on the Healey, giving us what one would assume would be less wind and more shade. After a fast 593- mile drive through the plains of Kansas and Colorado, we arrived without incident. Once the car was washed and the top stored away, we settled-in for dinner with Ron's sister and her family, and with Ron's best friend from college, Jean.

The *Driving for Kids*, Day One drive on September 21st, began at the Hagerty Insurance parking lot in Golden, Colorado, around 40 miles from Ron's sister's house. From there, we drove through Winter Park and points west on the way to Roundup River Ranch.



Ron and Ross applying our team decal

After our visit to the camp, each team's challenge was to finish the rest of the 780-mile trip in their English sports cars through Colorado's mountains and stunning landscapes. (A list of the cars and years when manufactured are at the end of this article.) Our 1959 Austin-Healey 3000 performed almost to perfection, with a little "gasping for air" through mountain passes and one tire change. The group as a whole was remarkably breakdown free! Only one car needed a regular push-start (a starter solenoid problem), but no other significant problems arose.

We drove through Glenwood Canyon following our visit to the camp, and spent the night at Glenwood Springs. Our host/rally leaders, Ross and Ann Robbins, had prepared an excellent, spiralbound Route Book with clear directions and background on points-of-interest, taking away most of the anxiety about getting separated from the group. Ross kept a fast pace in his 1991 Lotus Elan M100, so the group was spread out into clusters most of the time but reunited at planned rest stops. According to our official Route Book, we traveled 231 miles that first day.



Morning drive after Glenwood Springs

On Day Two, we travelled to Gateway Canyons Resort and Spa via CO 133S over McClure Pass (elevation 8,755 feet) and along the Dominguez-Escalante National Conservation Area desert. This leg held incredible vistas, especially at Gateway. With the elevation changes and many sharp turns, we logged 173 miles on Day Two.



Stop at Redstone Inn on way to Gateway Canyons Resort



Lunch stop at Delta, Colorado



Gateway Canyons Resort & Spa



Gateway Canyons Resort & Spa

Day Three sights were spectacular! We drove through the southern end of Upsweep Canyon, with sheer red rock cliffs, first thing in the morning. What a way to start our day!



Upsweep Canyon

From there, we drove through Dallas Divide on CO 62 (elevation 8,983 feet) to our lunch stop near Ridgway. A Driving for Kids donor family had prepared a delicious lunch for the group at their home. Our lunch host's decks and windows held 360 degrees of incredible views!



Ridgway Lunch Stop

The only glitch in the tour was due to an unfortunate routing error and unknown road construction activity. We drove about 5-10 miles on a dirt and gravel road toward Gunnison after lunch. It was slow going to keep down the dust and potential rock chips. According to the Route Book, we drove 201 miles on Day Three.

Day Four, the last day of the drive, held more beautiful mountain passes and canyon descents on the way to and from Cottonwood Pass. The day began with low 30s temperatures, which still worked well with the top down. We were pleased to see that ours was not the only car with the top down. The group stopped at the summit on the Continental Divide, elevation 12,126 feet, to take photos of the beautiful landscapes, and of course, the cars! This route had previously been a gravel road, and the new paved road had only been opened for six days.





Cottonwood Pass and our 1959 Healey – Yes, we made it!

From Cottonwood Pass, we drove through Colorado ranch country to Buena Vista for lunch where we said our good-byes after 175 miles of driving. We drove another 280 miles that afternoon and evening. Bob and Trish, in their 1949 English Ford Anglia Popular, offered to lead us along US 24 to Colorado Springs where they would break off. We continued on through Limon, Colorado, and eventually Goodland, Kansas, to spend the night and put the top back on the car.



Buena Vista, Colorado



Bob and Trish's 1949 English Ford

The next day, when we arrived home in Kansas City, Missouri, we found that we'd driven 2,021 miles in our 60-year-old Austin-Healey. If the kids at Roundup River Ranch can endure daunting hardships, and this old car can make it all those miles, maybe we can still overcome a few challenges, too.



Sunrise in Western Kansas



Our Healey Arrived Home

Ross and Ann Robbins did a fantastic job of helping Driving for Kids drivers like us raise funds for Roundup River Ranch, and in leading a grand road trip through west-central Colorado. We loved being able to combine the pleasure we get from driving old British sports cars with doing something for kids facing huge health challenges so early in life. We truly enjoyed this adventure and hope we did a little good for the kids and their families. 2019

Cruise Control for a Triumph

By Roger Elliott

We are planning on doing some long distance traveling in Pat's TR250, though we have not decided where. So, we thought it would be nice to make a couple of changes to the car to make it more comfortable for long trips.

The first thing we did was install Miata seats. The TR250 has low back seats, with a non-adjustable seat back. The Miata seats are tall, have an adjustable back and they slide easily.

The second thing we did was install a cruise control. I did some research and asked questions of various people and forums/email groups. Three brands of aftermarket cruise controls came up. I heard of at least one other mentioned at the Olpe Chicken Run, but did not manage to note the name.

Here are the three I researched, in no particular order.

The first was a reproduction of the Audiovox cruise control. Steve Olson and Rick Mills have Audiovox units installed in their cars. This unit uses vacuum, and some people I talked to indicated that they had to install a vacuum reservoir in order for the unit to control the speed accurately. It can use the coil as the signal to the cruise control for speed. The place that I originally found this no longer sells it, but it does seem to be available on Amazon by searching for Motogroup. The seller provides no assistance in the installation.

The second unit is the Rostra unit (<http://www.rostra.com/universal-aftermarket-cruise-control-by-rostra.php>). This unit has an electric servo motor, so no vacuum reservoir is required. It does require an actual speed signal, so a sensor has to be installed on the driveshaft. This unit has some options for the control switch.



Stalk



Control Pad

The third unit is a LiteOn AP500 unit, which is the one I purchased from Hot Wire Auto <http://www.hotwireauto.com/?page=sales-cruise>. The unit is not advertised on the web site, but they indicated they try to keep one in stock. They concentrate on newer cars that have drive-by-wire systems. This unit also has an electric servo motor with no vacuum. It can use a signal from the coil to control the speed. This unit has similar options for the control switch as the Rostra unit. Here is a site with more information about the same unit under a slightly different name: <https://www.bridgwater-electronics.co.uk/ap500-cruise-control-unit/p101>

We originally planned on using the stalk control on the right hand side of the steering column, which would give the car two stalks on each side of the column: turn signal and overdrive on the left; cruise control and lights on the right. But we decided the stalk was just a bit too big and modern looking, so we went with the control pad. Here are the options we had for the unit we installed.



AP500 Stalk



AP500 Control Pad

Cruise Control (Cont.)

For the units that use the coil for the signal, the unit will try to maintain the RPM that you set the cruise control at. Using stock road speed to rpms for a TR250: If you set it at 3,000 rpm (62mph) in fourth, then change to fourth overdrive and hit resume, the car will speed up as it is still trying to maintain the 3,000 rpm (76 mph). If you were to shift to third and hit resume, the car would still maintain the 3,000 rpm (47 mph).

I used the following table from the TR 250 owner's manual for the above calculations.

Road Speed Data

Engine speed at a road	O/D	O/D	O/D	O/D	O/D	O/D	O/D
speed of:	Top	Top	3rd	3rd	2nd	2nd	1st
10 m.p.h.	395	482	525	641	794	969	1513
10 k.p.h.	248	303	330	402	498	608	950
Road speed at 1,000 r.p.m.	20-74 m.p.h.			33-04 k.p.h.			
Road speed at 2,500 ft/min. piston speed in top gear	83 m.p.h.			132 k.p.h.			

WELCOME NEW MEMBERS



Dan & Trish Reis
1979 Spitfire

Rick & Kathy Womble
1959 TR3



Little British Rat Rod

By Craig Simon

Episode 1 A Call to the Dark Side

Phone call 10 years Ago..... "Hey Craig, I've got this friend at work and his Dad has a '78 MGB he wants to sell. \$250.00. Interested?....."

"Sure, I said, I'll give it to my Son and he'll have a blast fixing it up like I did my Triumph."



I was told the MG ran when parked, poorly, but running. It had some wiring issues, but since my son was attending the Automotive school in Pittsburgh, KS, I figured he would have no problem.

Fast forward five years, my Son moves back to Kansas City and the MGB is still down in Pittsburgh. He did not pick up the gauntlet to get it running, albeit I understand he did have fun in Pittsburgh.

I don't know when the inspiration to turn it into something other than an MGB came, but I hauled it back to my home to contemplate my next move.

Episode 2 Steam Punk or Road warrior?

That's what I'll do to it! Copper hose's, gears and automotive parts welded all over it. I'll Steam Punk it. Incorporate a smoke machine so when I pull up to a light, I could at will, spew forth white smoke from pre-made orifices I installed throughout the MG. I already had the goggles. Hmmm... that bullet strap I pieced



together while hiking through an Army shooting range back in 7th grade might come in handy. Thoughts and ideas were flowing like oil from a forgotten installed drain plug.

This rebuild idea was not alcohol induced either. No sir. I simply figured creative destruction, was

easier and more entertaining than proper construction. Besides, the looks I would get at car shows and the "whys" would be interesting and fun.

Episode 3 “Turn up the radio Honey, I’m gonna make a little Noise!”

A funny thing happened on the way to my MG’s apocalyptic transformation. I saw an ad in Craigslist. 1974 (?), MGB with many, new in box parts. \$400. In checking it out, the MGB was worthless. Seized engine, rust in wrong places, but all the new parts were worth over the asking price. Brake calipers, front discs, pads, slave cylinders, extra gauges, bearings etc.



Now the next step might have been alcohol induced. While staring at the worthlessness of the MG parts car I wondered what else I could use on it for my build.

Hmmm, “look at those nice rear fenders. If I were to cut them off, then reverse weld them on to my now called “Rat Rod”, I could make a pickup style, El Camino’ish MGB.

So, with a cut off wheel in one hand, a grinder in the other and a Dr. Frankenstein smile, I proceeded with the operation.



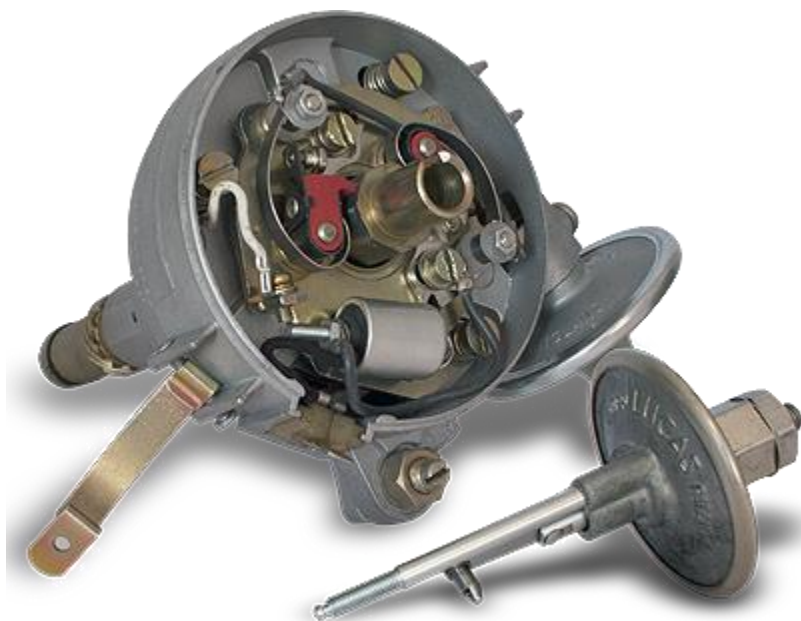
Stay tuned for next month’s Episode 4 ... “As the Sparks Fly”

NFL FUTURES
**SUPER
BOWL 54**



DISTRIBUTOR TUNING

By Steve Olson



Distributors are one of the major tuning and performance improvement targets for our cars that were made before on-board computers took over controlling when the spark was introduced to each cylinder. Engineers soon learned that timing the spark needed to be retarded for starting and then advanced some for idling. For higher RPM the spark needed still more advancing. The driver had a lever on the steering wheel that controlled the timing and was expected to pay strict attention to getting that right. As drivers became lazier and more distracted, the engineers came up with centrifugal advance weights and springs to time the spark. And then they found that adding vacuum advance improved economy by advancing the spark still more whenever the

engine was running under light load. Springs and diaphragm sizes were calculated for vacuum units that matched engine's design. Perfection was nearly achieved.

Well as long as the centrifugal advance weights and springs were calibrated and working correctly and the initial timing was properly set and the vacuum advance was working, things did indeed work well. Then along came the mandate to control emissions. Advance curves were changed and vacuum advance was not allowed at idle and eventually even vacuum retard was applied at idle. The distributor is not an electronic digital computer but it does compute when and how much to advance the spark. The vacuum unit continuously seeks to perfect its adjustment so perhaps it could be said to be an early form of Artificial Intelligence.

Many of us have modified our engines. Even such simple things as more free flowing exhaust systems or better breathing air cleaners have slightly changed the sweet spot for the spark. And many of us have gone well beyond that with cams and compression upgrades. And many of us are less concerned with emissions that the designers had to be. So even if our distributors are functioning exactly as they did when new the spark timing is less than ideal.

Breaker points wear quickly so keeping them perfectly adjusted is a frequent chore. And to keep the points from arcing and wearing away even more quickly they are usually set up to run on reduced current. Reducing that voltage also reduces the voltage at the spark plug perhaps hurting performance. Electronic ignitions were once prone to failure but now most of us find they are nearly bullet proof. Some of us have even learned to free up stuck centrifugal advance weights with solvents and lubrication. But are those springs stretched out after all those years? Were the original advance calculations correct for our modified engines? If we buy a new one-size-fits-all distributor it will likely be a big improvement in performance and economy but will it be ideal? There are places that will rebuild your distributor and change the advance to more closely fit your specific engine. Usually the cost is about the same as a generic off the shelf unit and might be a good investment.

Time for a Rebuild...

Inspiring Wiring

By Ed Curry

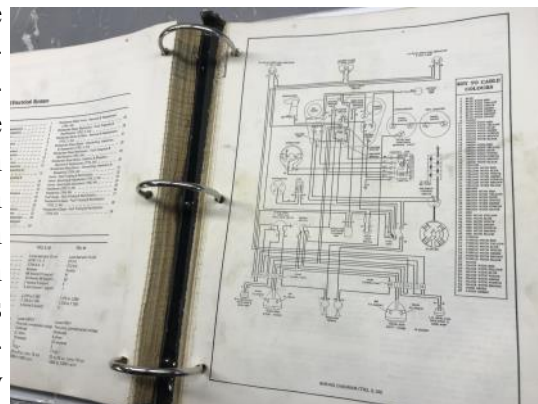
I've restarted my TR3A wiring project! As reported many months ago, I totally removed a bungled-up wiring harness with the intent of restoration. Missing connectors, melted lines and a botched alternator conversion added to the challenge. And, as typical, most all of the original cloth wrap was long gone. After making small progress a year ago, I threw it in a box, with gauges attached, and moved on to more fun projects that included rebuilding the engine, steering box, hydraulics and interior.



I thought I was clever in avoiding the wiring rebuild by hot wiring the ignition to battery and using a toggle switch and starter button mounted under the dash. This worked well for lots of test drives needed to sort-out mechanical adjustments.



Now one of the few jobs remaining is the wiring. Using the illustrious Wiring Diagram as a guide I've replaced ignition and generator lines and soldered on many connectors. Two new firewall grommets were put on prior to re-wrapping. Measurements of the distance between wire separation points from the main bundle were taken on the car. Wrapping with cloth harness tape was tedious but the end result looks like a newly purchased harness.



Hopefully it will operate like new and without Lukas White Smoke!

Inspiring Wiring (Cont.)



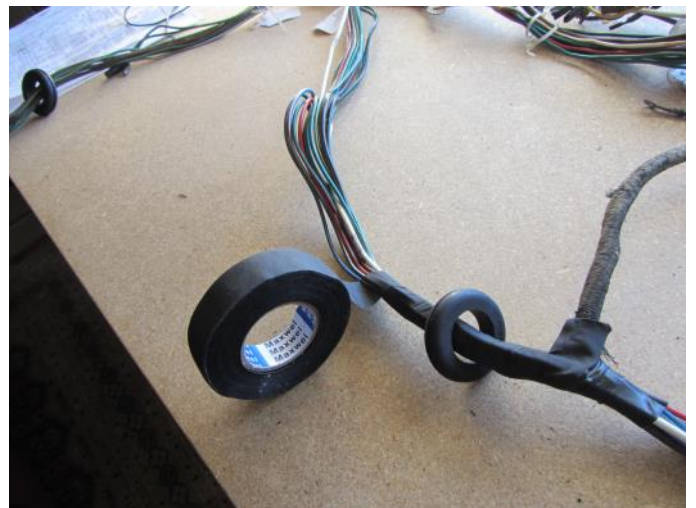
New firewall grommets need to be in place before wrapping



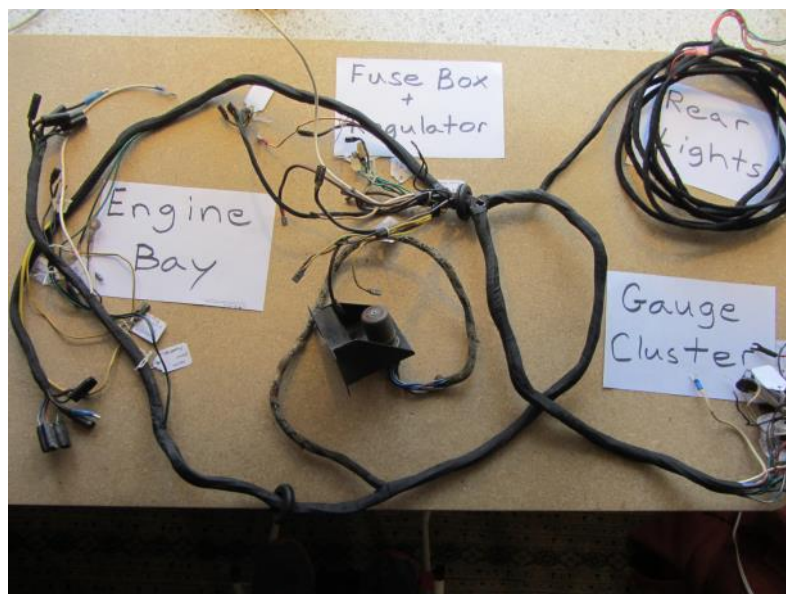
Gauge Panel rehab. Manual gauges stayed in car for test drives



This tape worked great



Tapping process is slow going



WEDGE WORDS

By Steve Olson

No matter what the issue is with our old cars the solution is always found in the last place we look. Because once we find it we stop looking. The trick of course is to begin the search in the right place. Several wise people have stated that most carburetor problems are ignition. Probably true but most of us go straight to the carbs first and start twisting adjustments before checking the spark components. Eventually we stumble upon the root cause of the issue, fix that, and then go back and try to undo all the miss-adjustments we have made. Yes, I plead guilty and am a repeat offender. Let those without guilt cast the first stone.

This time my TR8 was having a minor issue, wanting to very slightly turn to the left. Of course I checked tire pressure first since that was easiest. Next I checked as much as I could of the front end alignment. I have only crude tools like levels and tape measures but all seemed to be in order. Triumph engineers gave us no adjustments except toe in. Some of us are more resourceful and have discovered that some things can be fudged just a tad by loosening bolts, pushing them a bit off center, and tightening them back. Moving the front cross member this slight amount can change caster and camber perhaps half a degree. And on late cars like mine with McPherson strut suspension, the top bolts of the spring/shock assembly bolt directly to the body. Those bolt holes, if slotted just a bit, can let you adjust caster and camber another half degree or so. I personally prefer nearly straight up camber and all the positive caster I can get. And I had previously fudged those “adjustments” in that direction. I checked and found nothing had slipped back toward stock. Subtracting a bit more camber on the left and adding it to the right seemed to help a bit. Then I fudged the caster on the left positive what little I could and relaxed it on the right. Now the car tracked almost straight and I learned to just live with it for the next few thousand miles. But I knew that it somehow wasn’t quite right. The car used to run true and there had been no accidents to change that.



Eventually I inspected the rear axle mountings. I knew that if the wheel-base on the right was longer than the left it could cause my symptoms. But I could see nothing amiss back there. I wasn’t able to find a way with my tools to get a measurement that seemed trustworthy. Everything I did measure was the same on both sides. Then finally I managed to see the rubber bushing on the front of the right trailing arm didn’t look quite right. The bolt running through it was not centered and was off by at least an eighth of an inch.

I remember replacing those bushings but that was about 30 years ago. Each time power is applied the axle is pushed forward and these bushings transfer the energy to the rest of the car. When braking is applied the axle slows down and these bushings are what then slow the car. After doing all that hard work eventually they get tired. So I will have to replace them and this time I will use polyurethane instead of rubber. Once I get the bushings replaced of course I will have to go back and readjust the front end. I could have saved myself a ton of work if I had just looked in the right place the first time.

Epilogue: Only the front bushing of the right side trailing arm was perished. I replaced that with poly and then did the same on the left just to keep things balanced. The job looked quite easy (less than a dozen bolts total) but of course it turned out to be less so. Bolts turned out to be an interesting mix of SAE and Metric. And front and rear bolts are different length. I noticed this AFTER I had them both installed and had to fight that battle over again. But the result is good and the sore muscles will just grow stronger.

12,000 RPM Spitfire Conversion!

By Craig Simon

I thought “my” MGB rat rod project was ambitious. I felt I had imagination out the wazoo, and just enough fabrication skills to compliment that imagination. Well I was wrong. I have been out imagined and fabricated by a sixteen year old.

Friends of ours have a son named Zane. He just purchased an early model Spitfire without a motor. He had the option to buy the Spitfire with its motor but negotiated a price without the motor. Why you might ask? He plans on installing a Triumph Speed Triple 1050 engine. Yep. A 12,000 RPM revving, 130 HP, 3 cylinder, 6 speed sequential (?) engine. I said Cool ! Then I asked the question why? He said he had the Triumph motor lying around and thought the idea of putting a Triumph motorcycle engine in a Triumph car would be kind of fun. To quote Zane “A Triumph in a Triumph”. I told him to take lots of pictures. He texted me with some pics.



Triumph Triple Speed



Triumph Spitfire

Zane stated he will have to overcome a few issues. One being new motor leans heavily to left which interferes with steering column. He has since removed steering column and stated he will do some “Fun” fabricating.

I will send you updates as I get them and yes, we have a potential new Triumph member. How cool is that!!



Triumph in a Triumph

NAME THE LBC



Hint: Hum; Is this a TR2?



October's mystery LBC is the Triumph Dove. See story below.

Triumph Dové

Excerpted from Wikipedia

Possibly the rarest production TR4 model is the Dové, a TR4 rebuilt as a coup by a specialty company for the Dove dealership in Wimbledon, London; only 43 were produced. The same company made a coup version of the Sunbeam Alpine. Although most were based on the TR4 model, the sales brochure pictures a TR4A version of these cars. The engines came with such period extras as a heater in the water jackets to assist early morning starts. Some were fitted with fully balanced motors by Jack Brabham Motors which was offered as an option in the sales catalog. Two jump seats were placed behind the driver's seat. A wood-rimmed wheel with riveted perimeter was fitted to some models along with auxiliary fog lights under the front bumper. A metallized identifying sticker with "Dové" on it was fitted to the glovebox lid. On the rear deck to the left below the lid, was another identifying badge with the Dové logo. The side window glasses were specially shaped with a flat top edge to fit the new roof line. Each Dové was an individual order and some variation occurred in each car. Tinted swing-down see-through acrylic sun visors were custom fitted. The aerodynamics of the Dové gave it good acceleration from 80 mph to 100 mph in comparison with the standard version of the car. They were originally conceived by L.F. Dove & Co. as their attempt to fill the GT category for Europe, hence the French nomenclature with an inflection at the end of the word Dové. The cars were priced almost as much as a Jaguar E-Type, which may be why they didn't sell very well. Up to a dozen of the cars are known to still exist.



Annual Planning Meeting

By Warren Wood

The KC Triumphs Club held its Annual Meeting on Saturday, January 18, at Larry Taylor's beautiful home in Parkville, MO. As the club's officers are in the middle of two-year terms, no officer elections were held this year, and the bulk of the meeting was comprised of planning the 2020 Events Calendar. Of course, because no TR Club event is complete without food, the whole affair was preceded by an amply supplied buffet dinner of delectable and diverse offerings from all in attendance.



There ensued a great discussion, led by Activities Coordinator Larry Taylor, of possible club events for 2020. Larry described a number of activities, dates and locations that he had compiled for consideration. Additional comments and suggestions were offered by the attendees. At the end of the presentation, Larry committed to develop a revised proposed schedule of events for further consideration and approval by the Board of Officers. A draft of the tentative calendar appears next page.



Club members in attendance were; Steve & Cheryl Carver, Mark & Judy Gillissen, Jeff Givens, Jim Guglielmino, Brock Hansen, Keith Jordan, Charles Kigar, Paul & Margaret McBride, Steve & Carol Olson, Steve & Kim Peak, Ron & Susan Ray, Greg & DeeAnn Schoenhals, Russ Sifers & Pam Gardner, Craig & Kim Simon, Larry Taylor & Diane Paoletti, Steve Vehlewald, Warren Wood, and Kenny Wymore.

Following winter hibernation, 2020 looks to be another great year of fun-filled opportunities to get our Little British Cars back out on the road!

2020 CALENDER OF EVENTS

(TENTATIVE - DATES FOLLOWED BY ? ARE SUBJECT TO CHANGE OR CANCELLATION)

<u>JANUARY</u>		<u>AUGUST</u>	
1/2/2020	CLUB NIGHT OUT, 6:00 PM	8/6/2020	CLUB NIGHT OUT, 6:00 PM
1/18/2020	ANNUAL PLANNING MEETING	8/16/2020	KC RIVER MARKET CAR SHOW (MG)
1/21/2020	OFFICERS MEETING, 6:00 PM	8/18/2020	OFFICERS MEETING, 6:00 PM
<u>FEBRUARY</u>		8/27/2020?	KACTUS CREEK CROQUET
2/6/2020	CLUB NIGHT OUT, 6:00 PM	8/31-9/4/2020	VTR NATIONAL - GALENA, IL
2/7-2/8/2020	ALL SPEED EXPO		
2/10/2020	DRIVE YOUR TRIUMPH DAY PHOTO & BRUNCH	<u>SEPTEMBER</u>	
2/18/2020	OFFICERS MEETING, BIRDIES 6:00 PM	9/5/2020	HEARTLAND ALL BRITISH CAR SHOW DINNER
2/29/2020	KC AUTO MUSEUM DETAILING CLINIC	9/6/2020	HEARTLAND ALL BRITISH CAR SHOW
		9/3/2020	CLUB NIGHT OUT, 6:00 PM
<u>MARCH</u>		9/12/2020?	BRITS IN THE OZARKS - FAYETTEVILLE, AR
3/5/2020	CLUB NIGHT OUT, 6:00 PM	9/12/2020	MG CLUB SCAVENGER HUNT (MG)
3/15/2020	CHICAGOLAND SWAP MEET	9/15/2020	OFFICERS MEETING, 6:00 PM
3/17/2020	OFFICERS MEETING, 6:00 PM	9/19/2020	ST. LOUIS ALL BRITISH CAR SHOW
		9/26/2020	MG CLUB BARN PARTY (MG) (10/3 BACKUP DAY)
<u>APRIL</u>			
4/2/2020	CLUB NIGHT OUT, 6:00 PM	<u>OCTOBER</u>	
4/4/2020	SPRING TUNE-UP DAY	10/1/2020	CLUB NIGHT OUT, 6:00 PM
4/18/2020	WAMEGO TULIP FESTIVAL (MG & LC INVITED)	10/3/2020	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
4/21/2020	OFFICERS MEETING, 6:00 PM	10/4/2020	LAWRENCE CAR SHOW - LAWRENCE, KS
4/30-5/2/2020	VTR SC REGIONAL - EDMOND, OK	10/9-10/11/20	LAKE GARNETT TRACK EVENT & CAR SHOW
		10/11/2020	GARNETT TRACK DAY PICNIC (MG)
<u>MAY</u>		10/20/2020	OFFICERS MEETING, 6:00 PM
5/2-5/3/2020	MG SLIM RUN (MG)	10/24/2020	FALL FOLIAGE RUN (MG & LC INVITED)
5/7/2020	CLUB NIGHT OUT, 6:00 PM	10/24-10/25/20	MG FAT RUN (MG)
5/8/2020	TECH - JESSE PRATHER'S DYNO-DAY - TOPEKA, KS		
5/9/2020	KC AUTO MUSEUM SCAVENGER HUNT	<u>NOVEMBER</u>	
TBD?	SPRING RUN (MG & LC INVITED)	11/7/2020	CHILI SUPPER
5/19/2020	OFFICERS MEETING, 6:00 PM	11/5/2020	CLUB NIGHT OUT, 6:00 PM
5/23-5/31/2020	BRITISH CAR WEEK	11/17/2020	OFFICERS MEETING, 6:00 PM
5/31/2020	BRITISH CAR WEEK PICNIC (MG & LC INVITED)		
		<u>DECEMBER</u>	
<u>JUNE</u>		12/3/2020	HOLIDAY PARTY
6/6/2020?	ARROW ROCK DRIVE & HISTORIC LECTURE	12/15/2020	OFFICERS MEETING, 6:00 PM
6/7/2020	GARDEN TOUR & DINNER (MG & LC INVITED)	<u>JANUARY</u>	
6/4/2020	CLUB NIGHT OUT, 6:00 PM	1/7/2021	CLUB NIGHT OUT, 6:00 PM
TBD	HOLY FIELD WINERY & JAZZ - BASEHOR KS	1/16/2021	ANNUAL PLANNING DINNER
6/13/2020?	GOBMC ALL BRITISH CAR SHOW - OZARK, MO	1/19/2021	OFFICERS MEETING, 6:00 PM
6/16/2020	OFFICERS MEETING, 6:00 PM		
TBD	COR CAR SHOW		
<u>JULY</u>			
7/2/2020	CLUB NIGHT OUT, 6:00 PM		
7/11/2020?	DRIVE-IN MOVIE NIGHT (MG)		
7/19/2020	GREAT AMERICAN CAR SHOW WWI MUSEUM		
7/21/2020	OFFICERS MEETING, 6:00 PM		

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

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

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

CLUB NIGHT OUT AND OFFICERS' MEETINGS ARE HELD AT PEGAH'S FAMILY RESTAURANT, 12122 W. 87th STREET, LENEXA, KS

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 Dec. 17, 2019:

Received a report on the December 12 Holiday Dinner at the Shawnee Hereford House. Attendance was down a bit from past dinners. Cost to the Club was \$376.30. -- Planned for the January 18 Annual Meeting at Larry Taylor's home and for the February 10 "Drive Your Triumph Day" beginning at the Kansas City Automotive Museum. -- Ed Curry discussed his efforts to solicit more advertising for the *TR Times* newsletter.

Board Meeting of Jan. 21, 2020:

Discussed results of the January 18 Annual Meeting and Planning Meeting and reviewed a preliminary Events Calendar for 2020. No officer elections this year as the officers all are in the middle of their two-year terms. - Learned that the British Sports Car Club of Wichita will not be coordinating the spring Olpe Chicken Run this year. Warren Wood will look into taking over those duties so that the Chicken Run will live on. Several Kansas British car clubs participate in this popular event. -- Final planning for the "Drive Your Triumph Day" event. -- Learned that Mark Gillissen has reserved the Blackhoof Park shelterhouse for the May 31 "Drive Your British Car Week" picnic. -- Heard Mark G's report on status of annual dues collections. We expect that the remaining outstanding membership renewals will be sent in eventually.

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>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Can a 6'6" blonde find true happiness with a 5'2" chartered accountant?

There was a time when people thought a sports car had to perform, handle yet still be safe. But it also had to be cramped, draughty and uncomfortable, otherwise it just wasn't a true sports car.

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feels. To quote "Car and Driver": "the TR7's cockpit remains one of the best combinations of purest purist fantasies and superb control locations. Every one of the controls is logically placed. The stubby shift lever is placed just where you want it. And you don't need a map and compass to find fifth gear."

If your tastes do run to 6'6" blondes, a TR7 definitely won't cramp your style. In fact, it'll probably improve your chances.

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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,

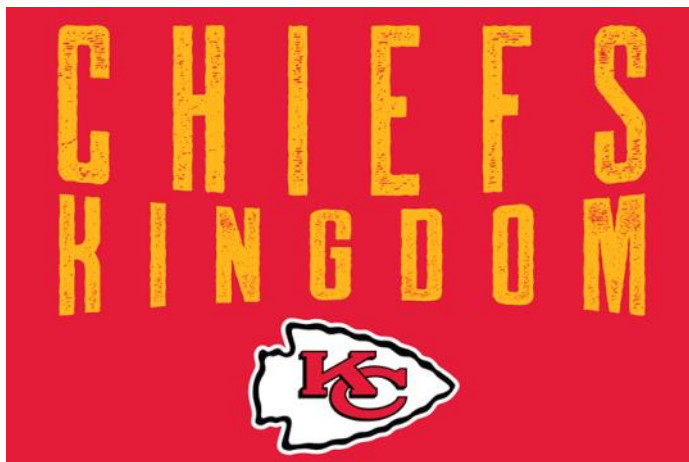
for additional information and a membership application.



"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."

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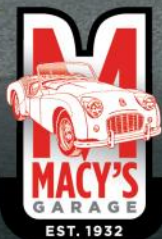
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PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018



Classified Advertising

Car Guy's Dream Garage

Fellow club member Richard Brockman is offering his garage for sale.

Complete commercial space with extensive tools and four collector vehicles included in sale.

- 2,500 SF – 25' x 100'
- 10' ceiling
- 10' overhead door
- Heating and A/C systems
- Four socket outlets and 220 volt service
- New LED lighting system
- Fully alarmed and security doors

Tools: Welding, powder coating and painting systems plus overhead lift, hydraulic press, sand blasters, engine lift and stand, hand tools

Vehicles: '48 Chevy pickup, '82 Yamaha Motorcycle, '96 Chevy S-10 pickup and '96 Corvette

Location: 1049 Minnesota Ave, Kansas City, KS

Contact: Richard Brockman

Office 913- 384-6700

Cell 913-219-0228

Richard is anxious to sell!
Please call to discuss price
and included options!

TR TIMES

Published six times per year by
Kansas City Triumphs Sport Car Club
Editor, Ed Curry
121 W 48th Street, Apt 401
Kansas City, MO 64112
ecurry@att.net

TR TIMES welcomes all submitted material for publication, however, neither its editor, board of directors or club members accept any responsibility for accuracy of article content or any injury resulting from suggested modifications. Articles and photos may be submitted to the Editor by e-mail.

Subscription: is via membership in the Club: \$20 per year.

Advertising Rates: \$30 Business Card, \$40 1/4 Page, \$80 half page, \$160 full page for 6 issues.

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. Refinished 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



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



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.





Kansas City Automotive Museum's

AUTO DETAILING CLINIC



February 29, 2020

9:00 am - 11:00 am



We will be covering the latest products and techniques that will help every automotive enthusiast get and keep their vehicle looking great! Topics will include the following:

- Protecting your paint. Comparison of the latest products on the market to get the shine, protection and maintenance you are looking for.
- Proper wash techniques to avoid swirls, scratches and water spots.
- Defect removal. What to do when you have swirls and scratches.

913-322-4227

KansasCityAutoMuseum.com

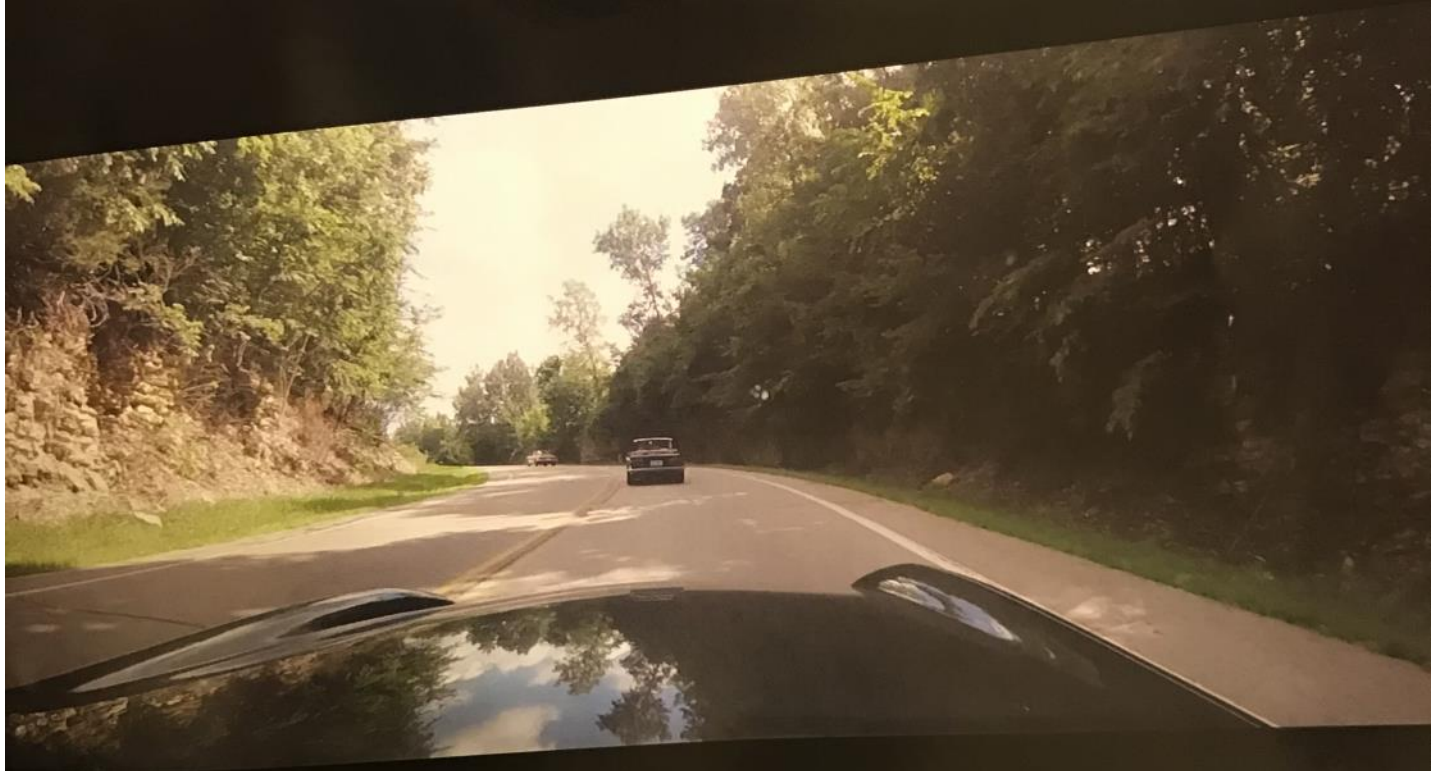
15095 West 116th Street in Olathe, KS



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April 30 — May 2

www.triumphsokc.org/regional2020

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